

VIA MARSEILLES]

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA JAPAN STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

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SUBSCRIPTIONS FOR 1877.

The Subscription for the year 1877 is now payable, at the rate of Two Guineas per annum. Cheques and Post-office Orders are to be drawn in favour of James West.

THE MAIL SERVICE FOR 1877.

With the last Number of the London and China Telegraph was issued (Free to Subscribers) a Table, showing the Arrivals and Departures of the P. and O. and Messageries Mail Services for the Year 1877. Extra Copies are on sale at our Office, price One Shilling per copy.

Latest Advices.

PORTS	OUTWARD.		HOMeward.
	From London.	Arrived out.	
JAPAN —Yokohama	Oct. 6	Nov. 25	Nov. 25*
Yedo	—	—	" 20*
Ozaka and Hio	—	—	" 18*
Hakodadi	—	—	" 17
Nagasaki	—	—	" 16
CHINA —Peking	—	—	" 15
Tien-tsin	—	—	" 14
Chefoo	—	—	" 13
New-chwang	—	—	" 12
Hankow	—	—	" 11
Kin-kiang	—	—	" 10
Chin-kiang	—	—	" 9
Shanghai	" 6	" 23	" 24
Ningpo	—	—	" 23
Foochow	—	—	" 22
Formosa	—	—	" 21
Amoy	—	—	" 20
Swatow	—	—	" 19
Hong Kong	" 13	" 19	" 18
Canton	—	—	" 17
Macao	—	—	" 16
PHILIPPINES —Manila	Sept. 29	" 8	" 19
COCHIN-CHINA —Sigon	Oct. 20	" 24	Dec. 4
SIAM —Bangkok	—	—	" 1
BORNEO —Labuan	—	—	Nov. 26
Sarawak	—	—	Dec. 3
JAVA —Batavia	" 27	" 30	Nov. 23
Samarang	—	—	—
Sourabaya	—	—	—
MALACCA STRAITS —Singapore	Nov. 8	Dec. 3	Dec. 6
Penang	—	—	" 2
Ceylon —Galle	" 17	" 11	" 13
Colombo	—	—	" 1

* Via San Francisco

THE MAILS, &c.

The French mail, with the advices dated as above, from China and the Straits Settlements, was delivered, via Marseilles, on Wednesday last, the 3rd inst., being five days in advance of its due date. The Japan advices have been anticipated by the mail from Yokohama, Nov. 25, received, via San Francisco, on the 2nd inst. The next inward (P. and O.) mail from Yokohama 28th Nov., Shanghai 1st, Hong Kong 7th, Singapore 14th Dec., which is due, via Brindisi, on Monday next, the 16th inst., left Galle on the 22nd ult., one day early.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Peiho*, arrived Jan. 1. —From Yokohama: Mr. and Mrs. Centurione, Messrs. Smitt, Ferrero, Maurer, Tongia. From Shanghai: Sir Thomas Wade, Messrs. Guittoud, King, Man, Delal-

herbe, Young, Watt, Green, Waste, Severans. From Hong Kong: Mrs. Vaucher, Mr. Lange. From Singapore: Rev. A. Gilder, Messrs. Sloan, Rogers, Taunay, Sapieta, Klaverstyn.

Per steamer *Glancus* (Holt's line), arrived Jan. 7.—From Singapore: Mr. Coghlan, Mr. Cravey.

Per Occidental and Oriental steamer *Gaelic*, arrived at San Francisco Dec. 6.—From Hong Kong and Yokohama: Mrs. Allen, Miss S. and Miss E. Moon, Lieut. Comdr. F. W. Dickens, Capt. J. J. Tucker, Messrs. L. D. Craig, J. Lindsay, J. R. Miran, James Wisner, James Miller, James Lyons, Philip Rich, Thomas Gates, B. W. Thompson, Samuel Nelson, B. W. Eager, E. Luter, and 11 Chinese steerage.

Per Pacific mail steamer *City of Peking*, arrived at San Francisco Dec. 12.—From Hong Kong and Yokohama: Messrs. I. F. Tuombly, M. Yanagawa, G. Ragnoli, Carlo Gerosi, Pietro Bretoni, M. Mebara, G. Battar, G. Maggaldi, S. Iwasaki, T. Kanasima, M. Ammemia, Isonto Kana, E. A. Youngs, Enoch Emory, C. Gussani, F. B. Mil's, Wm. Wood, S. Wells Williams, H. S. Chipman, I. R. Muri, M. de Christoforis, Capt. Sunnahefsky, Mr. C. E. Parker, wife, and three children, Mrs. M. A. Refar, Mrs. G. Thompson and child, twenty-three emigrants, and 110 Chinese in the steerage.

PASSENGERS OUTWARD.

Per P. and O. steamer *Deccan*, from Southampton, Dec. 28.—To Singapore: Mr. W. Stevenson. To Colombo: Mr. R. S. Welsford, Mr. Gore, Mr. J. Brown, Mr. T. Potts, Surg. major and Mrs. Stanley and two children.

Per P. and O. steamer *Teheran*, from Southampton, Jan. 4.—To Hong Kong: Mr. and Mrs. Greig.

Per P. and O. steamer *Pera*, from Venice, Jan. 5.—To Singapore: Mr. W. Forrest. To Colombo: Rev. H. and Mrs. Newton and child, Sir W. Hackett, Mr. R. Anstruther.

Per P. and O. steamer *Pera*, from Brindisi, Jan. 8.—To Hong Kong: Mr. H. Dean. To Singapore: Mr. Urquhart.

Per P. and O. steamer *Australia*, from Southampton, Jan. 11.—To Shanghai: Mr. T. Middleton. To Hong Kong: Captain G. D. Pitman. To Ceylon: Captain Hinxman.

Per P. and O. steamer *Poonah*, from Southampton, Jan. 25.—To Hong Kong: Mr. and Mrs. F. White and three children, Mr. and Mrs. I. I. Francis and child. To Colombo: Mr. R. E. Prance.

Per P. and O. steamer *Nepaul*, from Southampton, Feb. 8.—To Yokohama: Mrs. Ellerton and family. To Hong Kong: Lieut. R. J. B. Parkinson.

Per French steamer *Anadyr*, from Marseilles, Jan. 14.—To Shanghai: Mr. L. Urquhart Stuart, Mr. B. D. McKie. To Hong Kong: Mr. and Mrs. W. Forbes, Miss Forbes, Mr. and Mrs. H. Abendroth. To Saigon: Mr. Salenare. To Batavia: Mr. H. O. Allbrook. To Galle: Mr. De Lessert.

Per French steamer *Peiho*, from Marseilles, Jan. 28.—To Shanghai: Mr. and Mrs. Johnson. To Batavia: Mr. and Mrs. Eilers, Mr. Weynschenk. To Colombo: Mr. Thomas.

Per French steamer *Djemah*, from Marseilles, Feb. 11.—To Hong Kong: Mr. Forbes Angus, Mr. and Mrs. B. J. Morris.

Per French steamer *Iravaddy*, from Marseilles, Feb. 25.—To Shanghai: Mr. and Mrs. Beazley and two children, Mr. W. Howie, Mr. A. Jules. To Batavia: Mr. and Mrs. F. B. de la Riviere.

Per French steamer *Sindh*, from Marseilles, March 11.—To Shanghai: Mr. J. L. Scott, Mr. S. Marsh. To Hong Kong: Mr. F. S. Scott.

Per French steamer *Ara*, from Marseilles, April 8.—To Hong Kong: Mr. C. Sinclair.

Per str. *Ulysses* (Holt's line), from Liverpool, Dec. 30.—To Singapore: Mr. Ruppell. To Hong Kong: Miss Algar.

Per steamer *State of Louisiana*, from London, Jan. 5.—To Singapore: Miss Adie. To Hong Kong: Miss Kaye. To Shanghai: Messrs. N. and J. Stewart, Lewis, Foster Rees, Walker.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

(FROM A CORRESPONDENT.)

YOKOHAMA, NOV. 25.

I send this letter by the Pacific Mail Company's steamer *City of Peking*, and I estimate that you will receive it about the 3rd of January next, if not a day or two earlier; so you see that by adopting this route I gain considerably on either French or English mail. Plunging at once in *medias res*, I have to tell you that business in this port, and, indeed, throughout Japan, is duller than dull. For weeks past merchants have had ample reason to blaspheme the telegraph. Day after day the most contradictory intelligence has been received by wire, and the silk market has been as variable as any weathercock. That abominable, interminable Eastern question has caused as much commotion here as would have done a war between Great Britain and China; infinitely more than would have done the overthrow of the Mikado's throne, and the subversion of the Government by the recently suppressed insurrection. Indeed, my predictions of some five months since have been proved to be

only too correct. The inflated bubble has been pricked, and has collapsed. Since the date of my last, prices have generally fallen from \$20 to \$10, and at the moment I write—well, that is hardly a criterion, the moment being midnight—but during the day nothing has been done. The fact is that people are afraid to operate, and no wonder, in spite of the increased willingness of the Japanese to part with their silk at prices 30 per cent. and more below the highest point reached during the height of the excitement. If it were not so serious a matter it would be amusing to see silk inspectors on the receipt of one telegram rushing off to the holders to buy, their faces beaming with joy, and perhaps an hour or two after their return to their office rushing back again, with black care on the hood of their *jinrikishas*, to countermand their previous orders. The sooner your European political wire-pullers either drop the curtain on the Eastern pantomime, or by one good honest tug set all their marionettes at *bond fide* loggerheads, the better for the peace of the foreign silk firms in Japan.

You would hardly expect that when the effect, silk, is turned wrong side up, metaphorically speaking, the remote cause, silk-worm-eggs, should not also be in a degree affected. The silk-worm-egg-card traffic is this season entirely *bouleversé*. The fact is that the Japanese have been too well taught. In the matter I am now writing of, they have proved themselves much wiser than their teachers. You know that a few years ago a small army of *graineurs* used to arrive here each season and make a pretty good thing out of the *cartons* which they used to take home to France and Italy. And now, what a change! This year a few stragglers, a miserable remnant of the grand army, came to Japan, and they, or most of them are going back without spoils. Before the season opened, Mr. Shibusawa, formerly Vice-Minister of the Finance Department, and now director or manager, I forget which, of the First National Bank, formed an organisation into which he pressed all the principal silk-worm-egg-card dealers of the capital and Yokohama, for the protection of native industry against foreign encroachment. In other words, he bound his confederates not to sell to foreigners at prices below a tariff which he fixed; and which went as high as upwards of 5*fr.* per carton. When the *graineurs* first came this year, they laughed at the combination. They said, *tout vient à temps à qui sait attendre*; and they have waited till now. They bought at the confederacy prices a few cards of such sorts as they must have at any price, and said they would soon reduce the demands of the holders for the bulk of their intended purchases by holding aloof. The result, as you will see directly, wofully disappointed them. While they were waiting, and just to keep their hands in, they bought some cards from people outside of the confederacy. But Mr. Shibusawa has just played a trump card which entirely upsets the little game of the disconsolate *graineurs*. By the *City of Peking*, it is said, though I will not vouch for the truth of the rumour, that he and his associates are sending to Italy, *on their own account*, a consignment of half-a-million *cartons*. So far only three hundred thousand *cartons* have been sent forward by Europeans; and as the total quantity estimated to be required by France and Italy this season is about twelve hundred thousand I leave you to imagine what chance, if this report be true—and though I cannot as yet find out how many cards exactly the Japanese are sending, yet I know it has a solid substratum at least of truth—I say I leave you to guess what chance the *graineurs* have. I have no idea of how they are going to act; whether they are going to make haste and buy the remaining four or five hundred thousand cards required by the markets, or whether they are going to allow Mr. Shibusawa, by another shipment of half-a-million, to relieve them of their embarrassment, and to pocket the profits which should have been theirs. One of them with whom I was condoling a few hours ago said to me, "Never mind, I will buy my credit of curios, and will mount a boutique of bronzes in La Chrestera Square." (Since I wrote the above I have learned that two Japanese, with 120,000 cards, are going, *via* San Francisco, to Italy, and that their lot is only a portion of what is going on native account.)

Another failure in business; Messrs. Nachtigal and Co., ships' compradores and butchers, here and at Kobe, have liabilities estimated at \$30,000, and they cannot meet their engagements. At first it was intended to close the concern; but the creditors seem to have decided that the complete collapse of the business would throw too much trade into some other one firm's hands; so I learn that the firm is to be allowed to continue trading under a committee of inspection. The China and Japan Trading Company, the Hong Kong and Shanghai Bank, Messrs. Lane, Crawford, and Co., and Mr. R. Clarke, a baker, are probably the principal creditors. Messrs. Nachtigal and Co. were, and I suppose are still, contractors for the Mitsu Bishi S.S. Co., and if I am correctly informed, must have lost considerably by the contract. It is the old story—too much competition; a hundred dollars' worth of meat and bread for eighty dollars.

The insurrection in the provinces appears to be entirely snuffed out. The Empress has gone to Kiyoto, the old capital, in *kago*, or sedan-chair, *via* the Tokaido. The Emperor is going there, by sea as far as Kobe, thence by rail, in January. The object of his journey, as described in the Government notifications, is to worship at the tomb of Jimmu Tenno, and to celebrate the festival of Komei Tenno.

Mr. E. H. House, correspondent of the *New York Tribune* and other American papers, is about to start, commencing with the new year, a weekly paper, to be called the *Tokio Journal*.

The *Ostasiatische Zeitung*, after a brief and inglorious career, has for a second time given up the ghost. It was a Lazarus of literature. The editor, Mr. Egmont Sutor, who was also proprietor, flitted in the *Gaelic* to San Francisco.

Colonel Murata, the same who, two years since, made himself such a wonderful reputation as a rifle marksman in Europe, is about to undertake, on behalf of the War Department, some improvements in the Prussian needle-guns and chasseur rifles now in use in the Japanese service.

CHINA.

PEKING.

The *Peking Gazette* of 28th October contains a reference to the late persecutions of Christians in Szechuen. An Imperial decree quotes a memorial from the Tsung-li Yamen, reporting that disturbances have arisen from this cause in six districts, none of which have been reported on or settled. This is reprehended as a grave instance of dilatoriness and neglect; and the Tartar-General and the Viceroy are ordered to inquire into the matter without delay. The *Gazette* of the 29th and 30th October are nearly filled with memorials relating to outrages perpetrated by certain officials in Szechuen, which rival the Bulgarian atrocities in cruelty. The *Gazette* of the 29th October has two memorials—one from an individual censor, dwelling upon the wrong done in the case and calling urgently for justice; and another by the President of the Board of Punishments, stating the position of the complainant. A memorial by the Court of Censors in the *Gazette* of the 30th October brings the matter to a climax, and shows the importance it is assuming in the eyes of the Government.

It has been commonly believed that the Literary Examinations were among the few things honestly conducted in China, and that corruption and falsification could very rarely intrude. It would seem, however, from a memorial by Ting Jih-chang, in the *Gazette* of the 26th October, that forgery is not uncommon; in the sense, that is, that men pass off as their own essays written for them by others.

The French Minister at Peking, M. Brenier de Montmorand, has invited the Chinese Government to participate in the Paris Exhibition of 1878. The Tsung-li Yamen has accordingly ordered Mr. Hart, the Inspector-General of Maritime Customs, to make the necessary collections and contributions, as in the case of the Vienna Exhibition of 1873 and the Philadelphia Exhibition of last year.

During the absence of Sir Thomas Wade, Mr. Hugh Fraser, First Secretary of the British Legation at Peking, will act as Charge d'Affaires.

TIENTSIN.

A correspondent of the *Shanghai Courier* writes from this port as follows:—

Herr Von Bismark, the Consul for Germany, will leave in a few days for Amoy. I am sorry to say his change of port has been made necessary by ill-health. Herr Von Bismark is highly estimated by the foreign community and Chinese high officials. In the spring another able, experienced, and much-esteemed official will leave this port for Europe, viz., Monsieur Waeber, Consul for Russia. He, like Herr Von Bismark, is a man of fine ability and culture. Mr. Beveridge, for some years agent for Messrs. Jardine, Matheson, and Co., likewise is about leaving for Europe. The port is also soon to lose Mr. A. MacPherson, the Commissioner of Imperial Customs.

Sir Thomas Wade made his farewell visit to the Viceroy and Grand Secretary Li on the 8th Nov., and the call was returned next day. Li had a fine escort of disciplined soldiers. It will be right that the English merchants pay due recognition to Sir Thomas's great services to England. England never had a more faithful and zealous servant. By-and-by his labours will be manifest, and I believe that his work will be proved wise, prescient, honourable, and patriotic.

The post of Governor-General of Fokien and Chekiang has been conferred upon Ho-King. He is a man of firmness and resolution, possessing a very independent character. He is one of the few mandarins in the Empire who have held high positions without enriching themselves at the expense of the people. Although a native of Kwang-tung, and therefore a fellow-provincial of Ting, the Governor of Fokien, he is understood not to be on very friendly relations with Ting, which is to be regretted, as they are both good men.

The attention of the authorities is apparently directed to the coal-fields in the Kai ping district, about eighty miles north-east of this port, and about forty miles from Lo-tu, on the Peh-tang Ho. The Peh-tang river is deeper, and a more accessible river as high as Lo-tu than the Pehho, and it seems probable that if the mines in that neighbourhood are worked the North China coal trade will not directly benefit this port.

A large number of Mongolian sheep have been purchased here by the agents of the Japanese Government, and are being sent to Japan. They are intended to "cross" with the superior breeds of England and Germany.

CHEFOO.

A correspondent of the *North China Daily News* supplies the subjoined account of the grounding of *H.M.S. Lapwing* :—

Her Majesty's gun-vessel *Lapwing*, Commander Sir W. Wiseman, Bart., left Chefoo on the 10th November, for Tientsin, to relieve the *Frolic*, but during the night, at half-past ten, during a gale of wind which rose suddenly, she got out of her course and ran ashore on the beach of the east side of Chang-shan-tau island, about two miles and-a-half north of the point marked Island head on the chart of the Miao-tau group. The violence of the gale hove her right upon the beach. News of the disaster reached Chefoo on the 13th November, and *H.M.S. Mosquito*, Lieut. Paul, R.N., immediately started to assist the *Lapwing*. Mr. G. Jamieson, Acting-Consul, went with the *Mosquito*, taking with him a Wei-yuen from the Taoutai of Chefoo, to assist in hiring native workmen to get the *Lapwing* out of danger. By the last accounts it appears that none of the crew have been lost or hurt. Everything had been cleared out of the vessel except her machinery, and all had been stored in houses. Coolies were working to clear everything. The *Mosquito* endeavoured to tow the *Lapwing* off, but did not succeed the first day. She was going to have another try when the last news left. The hull of the *Lapwing* was not damaged, and as the *Frolic* was on her way to the rescue, and the spring tides are flowing, it is to be hoped that she may get off. Should a north-east gale set in, however, the vessel will be broken up.

A subsequent letter, dated Nov. 20, says :—*H.M.S. Mosquito* arrived this morning from the Miao-tau Islands with despatches, and reports that the *Lapwing* still remain on the beach, broadside on, and admitting water at high tide. The machinery had all been removed, and the boilers were the only thing remaining on board. The officers and crew are on shore in Chinese houses. *H.M.S. Frolic* was near the wreck, but had not been able to tow her off. Great complaints are made of the negligence of the Chinese authorities, as they have rendered no assistance, though requested officially to do so by Mr. George Jamieson, H.B.M.'s Acting Consul at Chefoo, who went to the scene of the disaster, and who has returned in the *Mosquito*. Several robberies by natives had occurred, and the thieves had been punished in presence of the Ti-pao. One of them has been brought here, and is to be delivered to the Taoutai to be dealt with. *H.B.M.S. Charybdis* is expected here daily to remove the guns, ammunition, gear, machinery, stores, and boilers, and to take them to Hong Kong, with the officers and crew, 105 in all, of the wrecked *Lapwing*.

SHANGHAI.

The present mail brings advices from this port to the 24th November; the French mail from London Oct. 26 was received on the 22nd November. The *North China Herald* contains the following summary of news :—

The Envoy Extraordinary to Great Britain, Kwoh Sung-tao, with his family and suite, comprising about eighteen persons, arrived at Shanghai on the 19th Nov. by the China Merchants' steamer *Fungshun*, en route to London. His Excellency remained on board all night, and came up to Shanghai between twelve and one o'clock next day in a steam-launch, accompanied by the manager and another official of the C. M. Company. The party landed at E-wo jetty, where chairs were provided, and his Excellency at once proceeded to the lodging prepared for him at the Canton Guild Club-house, in the Ningpo-road, opposite Thorne's-buildings. From an early hour in the morning this street was nearly filled with an assemblage of retainers of various officials, from the Taoutai downwards, apparently awaiting the arrival of the Ambassador. Later in the day the customary visits were paid. Among the visitors were the Taoutai, the Chehsien, the Mixed Court magistrate, and several others,—red umbrellas were, in fact, glancing through the Settlement during nearly the whole afternoon. His Excellency's stay in Shanghai will, it is thought, extend over some days, so that he cannot accompany Sir Thomas Wade home, as it was at one time believed probable he would. His associate, Liu Si-hung, and the two interpreters to the Embassy, Feng-I and Teh-Ming, are expected to arrive by the next China Merchants' steamer from Tientsin, and soon after their arrival the journey to England will be resumed.

We understand that the following are the changes that have taken place, or are impending, in H.B.M. Consulate service in China. Mr. Medhurst, Her Majesty's Consul at this port, being about to retire on a pension, contemplates taking his departure for home at the end of the present year, and will be replaced by Mr. Davenport as acting Consul, pending the arrival of Mr. Morgan, now Consul at Tientsin, who will eventually assume charge of H.B.M.'s Consulate here. Mr. Alabaster, having been appointed Consul at Ningpo, is succeeded in the Consulship for Taiwan by Mr. King, hitherto Vice-Consul at Kiukiang. For the present, however, Mr. King will remain at Kiukiang, and Mr. Alabaster continue to officiate as Consul at Amoy, as the changes which were anticipated before the end of the year have been postponed in consequence of the non-arrival of Mr. Sinclair from Europe. Mr. Pedder consequently remains at Foochow, pending Mr. Sinclair's return.

We mentioned last week that Messrs. Chun Pat-nan and Sit Ming Cook had been nominated respectively as Consul-General and Vice-Consul for China at San Francisco. The *Chun Ngoi San Po* has received intelligence that the Chinese Government has made the following further appointments :—Chan-lan-pan to be Chinese Minister at Washington; Yung Wing, who was formerly a student in Yale College, to be Assistant Minister; Wong Shing to be Chief Translator and Secretary; and Chan Shui Nam (compradore to Messrs. Arnhold, Karberg, and Co.) to be Consul at Peru. The salaries of these officials are to be :—Minister 12,000 taels per annum; Assistant Minister, 8,000 taels; Chief Secretary, 3,600 taels; Consuls, 4,000 taels. They will all shortly leave to assume the duties of their appointments.

The text of the agreement made between Mr. Mayers and the Viceroy of Nanking regarding the Woosung Railway has been made public. We understand that regulations have been agreed upon between H.B.M. Consul and the Taoutai, with reference to the future working of the railway, the agreement with regard to which has received the sanction of Sir Thomas Wade; and that thus the last preliminary required before the running of trains is recommenced has been fulfilled. The line will be reopened for traffic on December 1.

We recently mentioned that the Taoutai was likely to resign his post about Chinese New Year. The rumour is that he applied for leave, which the Governor-General granted, but at the same time intimated that he would not allow him to return, as he is not satisfied with his actions. Practically, therefore, it is understood his departure will be a resignation.

The report of the Dutch engineers who surveyed the Woosung Bar in the autumn of last year has been at length printed, and is offered for sale. The report is a most elaborate one, covering sixty-one pages of foolscap size, and will be read with interest by all who are interested in the trade of the port.

Copies of the proclamation relating the settlement of the Yunnan affair, of which we have already printed a translation, were posted on Monday at Shanghai, in accordance with the terms of the Chefoo Convention. In the English Settlement copies were posted outside the Custom-house and Mixed Court, and attracted a large number of readers throughout the day.

The annual meeting of the Paper Hunt Club has been held, and there was a pretty good attendance of members. The Master, E. G. Low, Esq., occupied the chair, and stated that the last season was very successful. Eighteen prizes were given, and the number of riding members was eighty-four. The accounts showed a small balance in hand, and there had been no necessity to make any call upon the honorary members. He hoped the ensuing season would prove as successful. The accounts were handed round for inspection, after which a ballot was taken for the election of six stewards, the choice falling on five of the gentlemen who filled the office last year, viz., Messrs. E. H. Gore-Booth, S. Walker, A. R. Burkill, E. G. Low, and A. McLeod; Mr. Daniel being elected in the place of Mr. W. Howie, who has gone home. It was stated that the stewards would, as, as usual, elect the honorary secretary, and also fix the day for the first meet of the season. The rules were next read over, but no alterations were made. A new one was, however, added, as follows :—No prize can be claimed by any rider coming in more than ten minutes after the first qualified rider.

A meeting of creditors in the bankruptcy of L. H. Stoddard has been held. The object of the meeting was the declaration of a second and final dividend. The bankrupt, who was permitted to appear in person, had also filed an application for discharge. The total liabilities were \$94,067.50, but the majority of creditors, representing \$86,756.91, having signed an agreement consenting to his discharge being granted, the Court made an order accordingly. The official assignee was also released from all further liability in connection with the estate, which has yielded about 11 per cent. on the liabilities.

H.B.M. Charybdis has left for the North, and the *Curlew*, from Chinkiang, has arrived to take her place. Between the departure and the arrival of the two vessels, about twenty-four hours, there was no English war-vessel in port—a most exceptional circumstance.

Mr. W. W. Lovett has been found dead in his room, with a bullet through the temples; and there is no room for doubt that his death was caused by his own act. Mr. Lovett was a well-known and popular member of the community, and the painful news was heard with most sincere sorrow.

There is still an entire absence of demand for silk, not a single *bona fide* offer even being reported, and what little business has taken place is almost solely on native account. With the stoppage of business for more than six weeks our figures of export are looking rather less alarming. The total in excess is 8,500 bales as compared with last year, and only 2,700 as compared with 1874, but considering the exceptionally small stock of unsold silk of all kinds on October 1 in London, coupled with fair average monthly deliveries and a Continental inquiry chiefly for fine-sized silks, it is only reasonable to expect another reaction in the better classes of Chinas if it can be decided that the Eastern question is to be settled peacefully. The unsold stock is estimated at 24,000 bales.

Messrs. Bissett and Co. report as follows upon the Share Market :—

Business has been rather brisker during the week, chiefly in Bank, and S. S. N. shares. We note advances in the value of Bank, Yangtze, North-China Insurance, and China Traders' Insurance shares; and a slight fall in Hong Kong Fire shares. H. and S. Bank: A number of shares were placed on the 17th at 20 per cent. premium, and ex. 74. The rate continued the same, with small sales, until yesterday, when a fair number changed hands at 20 per cent., ex. 75, and 22 per cent., ex. 74 for cash, and 24 per cent. for 31st December. S. S. N. Co.: The market has been quiet for this stock, except on the 21st, when a number of shares were done at Tls. 66. Shanghai Dock Co.: Sales are reported at Tls. 210. Shanghai Gas Co.: A sale was made at Tls. 140. Yangtze Insurance Association: A sale was made on the 18th at Tls. 620, and a lot changed hands on the 22nd at Tls. 622½. North China Insurance Co.: A share changed hands at Tls. 875; more might be placed at this rate. Hong Kong Fire Insurance Co.: Sales are reported at \$565, ex. 74, and \$560, ex. 74½. China Traders' Insurance Co.: A sale is reported at \$1,580 ex. 75.

The *Celestial Empire* supplies the subjoined items of intelligence:—

We are now in possession of the full text of the Woosung Railway Convention. The conditions upon which the agreement in question has been arrived at are, we think, upon the whole, exceedingly fair. The matter was one in which it was almost impossible for the representatives of the foreign company to take high ground. Our reasons for this opinion we have already given, and need not now recapitulate. Suffice it to say that, in the interest of both foreigners and Chinese alike, the promoters of the undertaking ran considerable risk, and we think that they are all the more deserving of the public gratitude for their courage in putting the affair through at all hazards, and making a railway in China an accomplished fact. But now the inevitable battle has been fought, and the issue is by no means altogether unfavourable. They are to work the railway themselves for a year, at the expiration of which time it will become the property of the Chinese Government on terms based upon the results of the working in the interim; an equitable arrangement, and one which may lead to the continuance of the works under Chinese auspices. If the line pays, it is just possible that the authorities may see fit to carry it on; but if not, we fear that there is little doubt of the fate which will befall it. The Chinese themselves are firmly impressed with the belief that the rails will be torn up and the road destroyed. There are, however, only two articles in the agreement which we regret. The first is that which (No. 6) limits the traffic to the conveyance of passengers. Would it not have been possible to stipulate for the conveyance of goods, by way of experiment? The line is not much more than a toy line, as far as plant and machinery are concerned, but surely a commencement might be made in the carriage of merchandise. In the second place, we are sorry to see the enforced compensation for the man who killed himself. It looks as if the company had been convicted of carelessness, and this was the damages it had to pay. The facts are otherwise.

We are able to report a rather better feeling for Imports, at all events for such descriptions of plain cotton fabrics as are suited to the present wants of dealers. There has been a very trifling business done in Black Teas but in Greens the business has been very large, and settlements amount to 24,500 half-chests. The main features of the market during the week have been an active demand and an advance in price. There has been almost a clearing out of all the fine Teenkais, which have now reached Tls. 35 for full chops, or about the equivalent cost of the extreme price paid for the first settlement of the season. Moyunes have also been in good demand, and for all desirable chops extreme prices have to be paid. The few chops of first crop Pingsueys that remained on offer have all been taken, and the entire stock of these kinds is now reduced to about four thousand half-chests. The arrivals to date are about 360,000 half-chests, and further supplies are variously estimated at from 25,000 to 40,000 half-chests; and the total crop will probably be within 400,000 half-chests against 440,000 last year.

Our Peking correspondent gives us a curious piece of information respecting the light in which the Chinese Embassy to England is regarded by the *literati* of the Empire. These gentry in Honan appear to have testified their dissatisfaction by actually destroying the ancestral home of Kuoh Sung-tao, the Ambassador-designate,—an outrage as unprovoked as it is abominable; and we think the comment of our correspondent upon the difficulty caused to the Government by the existence of such a feeling as this against foreigners is remarkably just, especially when we remember the influence wielded by this class over the common people. As the Government becomes more progressive, the opposition of the *literati* will probably become still fiercer, until they develop into as great a source of trouble as the *samurai* in Japan, to whom, as regards their conservatism and their bigotry they may, without any very great stretch of metaphor, not inaptly be compared.

On the 13th Nov. Mr. Deputy Acting Commissioner Moorhead took over charge of the Custom-house at Newchwang, vice Mr. Commissioner Man, who left in the s.s. *Shause* on the 14th, en route for England. Captain Man leaves behind him many friends, and the Chinese and foreigners alike regret his departure, but it is hoped he will return to Newchwang when his two

years' leave has expired. As a Commissioner of Customs he has been most obliging, and will be very much missed.

His Excellency J. H. Ferguson, Minister for the Netherlands in China, has returned from Europe in the French mail, from leave of absence, and has left for Peking by the *Hainan*, accompanied by his secretary, Mr. J. Rhein.

DEPARTURE OF SIR THOMAS WADE.

On November 23 a large number of influential residents assembled at H.B.M.'s Consulate, Shanghai, to present a valedictory address to Sir Thomas Wade, K.C.B., on the occasion of his departure to England. Mr. Bell, in presenting the address, said:—"Sir Thomas, it is a great pleasure as well as a great honour to me to have been appointed to read to you an address from the Foreign community of Shanghai." He then read as follows:—

We feel that we should be neglecting a duty and foregoing a privilege, if we allowed you to leave China without offering you some public expression of our personal regard and official respect. You have been identified with foreign relations with China for thirty-four years, and your name will be always associated with the great changes which have taken place during that critical period. There are those amongst us whose memory carries them back to the time when, after you had served Her Majesty both as a soldier and a civilian in the South, you were transferred to fill a Consular office in Shanghai. On arriving here you found again a double occupation; and old residents remember your zeal as a Volunteer Officer, and your labours in laying the foundations of the existing Chinese Customs Service. After other employments in the South, you were again amongst us, attached to the Embassy of the late Lord Elgin; and the Treaty of Tientsin itself furnishes ample proof of the assistance you rendered his lordship throughout the course of his mission, and in the inauguration of the new system of intercourse with the Chinese Government.

Since that event, foreign relations with China have assumed a different aspect, but they have been more difficult to preserve in a satisfactory condition, as the recollection of the pressure applied to establish them in the first instance grew less vivid, and as the intercourse of the once isolated empire with foreign States has become more extended and complicated. As Chinese Secretary, and in the elevated position of British Minister, we have long admired the indefatigable spirit with which you have devoted your energies to the furtherance of the legitimate interests of your countrymen, whilst at the same time endeavouring to promote the advancement of the Chinese themselves in that path of progress which is the surest means of securing the advantage of all alike. We can readily guess how many complications must have arisen at various times, and how arduous must have been the work of the diplomatist in dealing with a Government proverbially averse to change, and suspicious of all suggestions that showed how improvement was inseparable from innovation. The position which in spite of all obstacles you had secured was shown plainly by the confidence reposed in your counsels during the recent difference between China and Japan; and the wisdom which helped to prevent a disastrous war between those two countries entitles you to public gratitude. But the last year has shown especially the advantage of the presence of a Minister so influential and so judicious at the Court of Peking. An interruption of peaceful relations with the Imperial Government, which was so much dreaded by all thoughtful men, has been averted by your endeavours directed not less towards securing what the dignity of your country imperatively claimed than towards obtaining redress for urgent grievances.

We have lately been rejoiced by the intelligence that the differences which had subsisted between the British Government and that of China, arising out of the unhappy occurrence in Yunnan, had been terminated by the Convention signed between yourself and the Plenipotentiary appointed to meet you at Chefoo; and we have been gratified by the evidence which this agreement supplies, of the care you have bestowed upon every point appertaining to foreign intercourse with China. Without presuming to trench upon the political side of the questions involved, we beg to offer our tribute of thanks for the advantages secured to Foreign commerce by the opening of additional ports and by the settlement of numerous subjects of disagreement between the authorities of China and other countries. It is not our province to dwell upon the scholarship, at once accurate and profound, which has been so useful to every student of the Chinese language; but though scholars alone may be able to appreciate the merits of your literary labours, all can comprehend and profit by the example you have presented to us. It remains for us to wish you a prosperous voyage, a happy reunion with your family, and that rest which has been so well-earned by exertions in behalf of the welfare of China and the dignity of England.

Sir Thomas Wade, in acknowledging the address, said: I have prepared an answer to the address which you have been so good as to read to me. Before proceeding to read it, however, I beg to thank the gentlemen present, representing as they do the community, for their kind reception. He then read as follows:—

I cannot sufficiently express my obligations to you for the kindly feeling that has suggested the address you have done me the honour to present me with. In the terms in which that feeling has found utterance, I have only to complain of an excess on the side of friendly appreciation. Of one or two phrases, indeed, had circumstances admitted, I should have been disposed to pray that the text might be revised. I refer more particularly to the passage in which you credit me with the settlement of subjects of disagreement between the authorities of China and other countries. The latter words, however, it has been explained to me, but repeat an allusion earlier made in the address to the adjustment of the misunderstanding between China and Japan, in the winter of 1874. You will, I trust, pardon this passing criticism, which is due only to my apprehension that more may be attributed to me than I have any right to claim. Your address, I can unaffectedly declare, has taken me entirely by surprise, and, apart from

all other cause of satisfaction, I must admit that there is one which renders the presentation of it eminently gratifying to me. During a considerable portion of the long service which you pass in review, it has been my lot, either as the principal or subordinate agent of our Government, to have had more or less in my hands the care of interests of no small importance. Neither has my treatment of the questions before me, nor have the principles by which I was believed to be guided, in all cases found favour with my countrymen in China. In many instances they have been emphatically denounced; no doubt conscientiously denounced; and I have no reason to suppose that the compliment paid me to-day is proof of the surrender of opinions very frequently declared to be at variance with mine. I accept it rather as evidence of a disposition which is characteristically English; the disposition to respect the steadfast effort of any man to do right, even when the course pursued by him may fail to command approval. To infallibility in the course pursued by myself, in times long passed or in times more recent, I lay no claim whatever. To rectitude of purpose I feel that I may lay claim, and in the belief that it is mainly your recognition of this quality that has induced you to offer me the tribute of respect that I am here to acknowledge, I thank you most sincerely for your testimony.

I will not occupy your time by replying *seriatim* to the many compliments you have paid me on the discharge of my duty in the various capacities in which it has been my fortune to serve. On one point only, the advantages you consider secured to commerce, I shall trouble you with a few words. As was natural, on the appearance of the Chefoo Agreement, the proposal to modify the exercise of an important right excited remark; and comments upon this proposal having been addressed, directly or indirectly, to myself, I had had it in contemplation to leave with your Consul a paper exposing my own interpretation of the Treaty Clauses on which our rights are founded; the privileges we are entitled to claim under them, and the obligations they impose upon us. The Consul will be authorised to publish this paper. In the recommendations submitted to Her Majesty's Government in relation to this matter, I have been influenced, I admit, by other considerations than the simple mitigation of the serious grievance that has so long weighed upon our import trade, or, the immediate and direct expansion of that trade; confident as I have been, nevertheless, that under the newly proposed conditions it would not fail to be greatly expanded. Throughout the long discussion now at last terminated, and of which the questions of diplomatic and commercial intercourse but incidentally formed part, I have been constantly seeking an answer to the question, How best to prevent the recurrence of outrages such as that to which the late discussion owed its first commencement? For it is from events such as the Yunnan outrage that we have to apprehend misunderstandings prejudicial to our interests in China, whether moral or material. I do not say that my question has been answered. The cause of the evil lies deep, and it will take time to remove it. But I do hope that another step has been made towards its removal. If, as I have been wont to contend, calamities of the kind are to be attributed to the exclusivism that has unhappily distinguished the foreign policy of China it is of course in the diminution of this exclusivist feeling that we are to look for the security we desire against misunderstandings; and such an improvement of feeling we have no right to expect, save through the increase of knowledge that can only follow upon increased familiarity with the foreigner under conditions of which China herself has no right to complain. A multiplication of points of contact by which the revenue of China will be benefited, while her intercourse with the outer world is enlarged, has appeared to me, in part at all events, to satisfy the requirement to which I attach so much value; and I am not ashamed to admit that, in pressing the terms conceded upon the Chinese Government, I have been actuated by a desire to the full as great for the welfare and independence of this people as for the redress of our own wrongs, major or minor. I feel convinced that the barriers between them and outer nations once away, there will be nothing to hinder the Chinese from becoming in intelligence and strength the equals of the greatest Powers upon earth; and although I should regret that self-interest held any place in connection with this belief, I shall not deny my pleasure in the conviction, equally strong, that our interests here will not be better served than by the development of China to her own advantage.

If my reply to your kind address appears to you long, I can only beg you to accept the excuse that I have not had time to make it shorter. I must repeat that I cannot sufficiently thank you for your kindness, in which I feel the greater pleasure that it has afforded me the opportunity of saying farewell to so many who are either my friends and acquaintance, or who represent the friends and acquaintance with whom, at an earlier period of my connection with China, I have passed many happy hours, I may say happy years. When I look back to the time when the ground around us, now covered by an imposing settlement, was a rushy bank, and when I recall all that has passed, socially and politically, in this locality or in other parts of China where Englishmen have congregated, if I flinch from the word patriarchal, I cannot divest myself of a sort of parochial interest in the well-being of our several communities. I need hardly assure you that each and all have my best wishes for their success in every enterprise in which an Englishman may honestly hope to prosper, and that in your settlement, in particular, I trust that no element of prosperity may be wanting. I bid you all very heartily farewell.

FOOCHOW.

The subjoined items of intelligence are from the *Foochow Herald*:-

In regard to the late attack on the Catholic Mission near Shao-wu-fu, we are sorry to learn that no adequate compensation has yet been made by the Chinese authorities to the sufferers. This is to be regretted, especially in view of the recent satisfactory settlement of the American claims at Yen ping-fu.

A coolie in the employ of a foreign gentleman was detected the other morning coolly cutting down with a saw the fruit trees in his employer's garden, in order most likely to benefit pecuniarily by the proceeds of his illicit labour. He was caught in the act, and handed over to the local magistrate, who most properly and promptly applied the "graceful bamboo" to the amateur woodcutter's lower extremities to the extent of about one hundred blows, after which he sent him back to his employer, with a message as to whether any more punishment was needed. The gentleman having satisfied himself that the bamboo had been laid on in an efficient manner, declared that justice had been satisfied. The culprit is likely for the future to abstain from his unlawful tree-cutting propensities.

Formosan campaigning does not seem to find much favour with the native troops. At least, we gather from the following little anecdote, the authenticity of which is guaranteed, that military ardour is just now at a very low ebb in this province. The story goes that a few weeks ago Ting Futai ordered a battalion of native drilled troops, about 500 strong, to proceed to Tai Wan-fu. An arsenal gunboat was put in readiness as a transport, and the men received orders to be on board on a particular day; but ere that dreaded day arrived the unquenchable, invincible, and blood-thirsty spirit of the Celestial warriors was extinguished. In short, fully one-half of Ting's hired assassins took it into their heads to march (far from the Formosan aborigines) across country, possibly in search of "Paper-Men" or other imaginary enemies!

Messrs. Westall, Galton and Co.'s Tea Letter, dated 25th November, says:-

During the past week an active business has been passing on this market. Large settlements have been made for London and the Colonies, the buying still being confined to a very limited number of operators. Congou: 15,265 chests are reported as settled, but it is rumoured that in addition to this large purchases of common Saryunes, and up-country Teas have been made. Prices for all grades have gradually hardened, and with the rise in exchange the laying down cost, is now materially enhanced. Souchong: Prices remain the same. Oolong: Only one small parcel has changed hands. Flowery Pekoe: No transactions to report. Scented Teas: The remaining stock has been taken at about late rates. The Export to Great Britain and the Continent of Europe amounts to 46,514,950 lbs. (including 1,126,350 lbs per s.s. *Sarpedon*, lost), against 55,612,525 lbs. To the Colonies 14,895,123 lbs., against 14,112,753 lbs. To America 436,962 lbs., against 974,665 lbs. at same period last year.

HONG KONG.

The present mail brings dates from the above port to the 30th November. The papers, however, contain little local news of interest. The case of Mr. Gillies, who has been charged with the manslaughter of a Chinaman, whom he struck, and who it appeared afterwards had a greatly enlarged spleen, was to come on at a special session of the Supreme Court on the 30th November.

The *Daily Press* states that the reported affray with the salt junks by the Chinese revenue cruiser *Peng-chou-hai* appears to have been a fact, but the occurrence happened in the Cap-sing-moon Pass. The *Peng-chou-hai* seeing the junks working up the Pass close in shore, went to ascertain the reason, when suddenly all the junks opened fire upon the *Peng-chou-hai*. The junk people seeing resistance useless, ran their junks ashore, landed with their guns, and having fitted up some rude batteries on shore, poured an incessant fire on to the *Peng-chou-hai*. Three shots struck her; one went through the awning, another fell short down the skylight, and did damage to the boilers, and another struck one of her guns just as it was being primed, nearly killing the gunner. Matters at one time looked serious, and it proved no easy task to dislodge the junk people. There is a rumour current that the *Peng-chou-hai* took forcible possession of six salt junks very near to Green Island. The junks, it is said, left Yow-mah-tee for the West Coast, and as the officers and crew of the *Peng-chou-hai* attempted to board them the junk people offered a vigorous resistance, and did considerable damage to the *Peng-chou-hai*'s sides. The junks were, however, finally overpowered, when their crews took to boats, while some jumped into the sea. The deserted junks were taken possession of by the *Peng-chou-hai*. The junk people dispersed—some being severely wounded—to their different homes at Yow-mah-tee and West Point. The fact of these wounded people being there got to the knowledge of the police, and it appears that the circumstances are now being investigated by the authorities, as it is alleged the affair took place in British waters.

The steamship *Leonor*, which has arrived in Hong Kong, when in the Formosa Channel ran down the American three-masted schooner *Francis Levey* and sank her. It is rumoured that three Europeans were drowned. The captain, however, came down in the steamship *Leonor*. There will be a Court of Inquiry into the circumstances of the collision some time during the week, when the particulars will be made public.

On the 29th November quite an exciting race took place between a crew of six of H.M.S. *Fly* and six of the U.S.S. *Kearsarge*. The course was a mile and a half, starting from the *Kearsarge*, east, and was very well pulled by both sides. The *Fly*'s boat kept ahead all the way from Kellet's Island, and a

they passed the crews of the Flying Squadron gave them loud cheers. The boat of the *Fly* came in thirty strokes ahead of that of the *Aearsarge*.

COCHIN CHINA.

SAIGON.

Some discussion has taken place with reference to the reduction of the expenses of the Municipal Government of Saigon, which it seems amount altogether to £30,100. The *Independent*, after reviewing the facts connected with this matter, maintains that it is impossible to effect any reductions, and holds that if when all are at their post some employes have a little leisure, that is no reason for making reductions. Some account must also be taken of illnesses and forced absences, and the public must not run the risk of seeing its service paralysed simply by one of those maladies which are too frequent in Cochin China.

STRAITS SETTLEMENTS.

SINGAPORE.

The present French mail brings advices from this port to the 6th December; the French mail from London Nov. 3 was received on the 3rd December. We take the following items of intelligence from the *Straits Times* :—

A meeting of the Legislative Council was held on the 1st Dec. The Colonial Secretary brought in a Bill to repeal Ordinance No. V. of 1876, the object being to bring the Indian Immigrants' Protection Ordinance, No. 1 of 1876, into operation at Penang forthwith. The purport of the Ordinance, which it was sought to repeal, was to postpone the coming into operation of Ordinance No. 1, because it was found that there was no means of appointing a Protector, the law not being clear as to whether the Protector was to be appointed by this or the Madras Government, and the Government of India having stepped in and claimed to make the appointment themselves. However, this difficulty had now been got over by the appointment of Capt. Hatchell by this Government receiving the concurrence both of the Government of India and the Government of Madras. But while Ordinance No. V. gave the Governor in Council power to bring the law into operation in all three Settlements at once, it gave no power to bring it into operation in one Settlement only. Now, since the passing of the Ordinance, the sanction of the Home Government had been obtained to make it applicable to Penang and Province Wellesley only, they having recognised that it had really no reference to Singapore and Malacca, and would be only an encumbrance; hence a special Ordinance was necessary to bring it into operation in Penang. The standing orders were suspended, and the Bill was read a second and third time, and passed. Mr. Adamson gave notice of his intention to ask the Government what course is being adopted by Government towards those Chiefs of Perak said to be implicated in the murder of the late Resident, or in matters arising out of the late disturbances. Mr. Read gave notice of his intention to ask the Government what grounds they entertain for thinking that the proposals made by a minority of the Chiefs of the Negri Sembilan, and accepted by the Government, will satisfy the country.

The steamer *Bangkok*, with his Highness Somdech Chao Phya Sri Surowongse, Regent of Siam, Phya Appet as first Siamese Secretary, Phra Amaraweesie Suradeth (Nai Toh) as second Siamese Secretary, Capt. J. Bush, Master Attendant and Harbour Master of the Siamese Government, and six Siamese noblemen, arrived here on the 3rd inst. on their way to the Delhi Durbar. On the steamer, which was accompanied by a Siamese man-of-war (the *Coronation*), being signalled, Captain Ellis at once proceeded to Johnston's Pier, and sent intimation of the arrival to Mr. Douglas, the Colonial Secretary, and Captain Patton, A.D.C. to his Excellency, who attended shortly afterwards, and left on board the Master Attendant's steam yacht for the steamer, to welcome his Highness, when it was arranged that the Royal party should land next morning at Johnston's pier. Accordingly the Colonial Secretary (Mr. Douglas), the Auditor-General (Mr. C. J. Irving), the commanders of the *Junio* and the *Maggie*, the various heads of departments, the unofficial members of Council, and a number of the residents were present. A guard of honour of the 80th Regiment, under the command of Lieutenant Johnson, and the band, with Queen's colours, was on the spot to receive his Highness. A salute was fired from Fort Canning, and was returned by the Siamese man-of-war in the harbour. After receiving the salutations of the party assembled his Highness and party were escorted to the house in the Beach-road, the property of the King of Siam, where they have taken up their residence.

On the 4th Dec. the Regent and his suite visited the Governor at Government House, and the same afternoon his Excellency, attended by Captain Patton, A.D.C., returned the visit, when he was received at the residence of his Highness in Beach-road by a guard of honour, composed of Siamese soldiers, the band upon the arrival and departure of his Excellency playing the National

Anthem. On the 5th Dec. his Highness and party visited the Telegraph-office, Fort Canning, Tanjong Pagar Wharf, and the new harbour. A full dress State dinner was given at Government House in the evening, in honour of the distinguished visitors, to which official and non-official members of the Legislative Council and the various Consuls were invited. The Regent and party embarked on board the *Bangkok* for Calcutta next day. A guard of honour of the 80th Regiment, with Queen's colours and band, was stationed at Johnston's pier, and the heads of departments and the unofficial members of Council were present.

We understand Mr. Vaughan has been retained by the Government to defend Maharajah Lela, his followers, and Datu Sagor, who are charged with complicity in the murder of Mr. Birch. The trial is to be held in Larut, before a Native Court, and the proceedings are to be conducted in the Malay language. No restrictions have been placed upon counsel. Mr. Swettenham and Mr. Talbot will be present to render the Government assistance during the trial. The colonial steamer *Pluto* will convey Mr. Vaughan and the accused, with some witnesses both for prosecution and defence, to Larut.

It is satisfactory to be in the position to announce that for the first time for many months our telegraphic communications are now complete. The company have had, no doubt, to bear considerable losses during that period, and we must do the superintendent and chief electrician here the justice of stating that every endeavour to meet the difficulties of the situation was made by them during the anxious period.

The *Government Gazette Extraordinary* notifies that the Governor has been pleased to appoint Mr. Daniel Logan, Solicitor General, to act as Presiding Judge of the Supreme Court at Penang until further orders.

The *Diario de Manila* of the 18th Nov. expresses lively satisfaction with the decree of the Governor General of the Philippines, whereby Sooloo is declared to be a free port, and also states that the Madrid Government will assuredly not delay in approving of that measure.

Senor Cervera, the Governor of Sooloo, has left that island for Europe, on account of ill health, after appointing Colonel Bremon his successor.

EXPORT OF TEA AND SILK—SEASON 1876-77.

TO GREAT BRITAIN.

Date.	TEA.					SILK Total Bales & Cases.
	From Shang- hai and Hankow	From Fou- chow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	
From June 1, 1876, to Nov. 22, 1876	76,835,931	13,099,906	18,772,229	162,883,558	138,099,726	357,86
From June 1, 1875, to Nov. 22, 1875	67,834,583	5,827,801	17,965,059	151,525,242	138,981,637	239,3

TO THE CONTINENT.

From June 1, 1876, to Nov. 22, 1876	548,764	Rls. & Cases.
Do. do. 1875, to Nov. 22, 1875	9,397,6	4,914 367,35

TO UNITED STATES OF AMERICA.

From June 1, 1876, to Nov. 22, 1876	304,762,99	Rls. & Cases
Do. do. 1875, to Nov. 22, 1875	3,286,399	4182 5045

TO AUSTRALIA

From June 1, 1876, to Nov. 22, 1876	15,402,639
Do. do. 1875, to Nov. 22, 1875	14,959,459

TO GREAT BRITAIN.

From	Tea—lbs.	Silk, bales China & Japan.	From	Tea—lbs.	Silk, bales China & Japan.
1843 to 1844	51,922,600	—	1864 to 1865	121,296,870	32,313
1845 to 1846	57,334,200	18,600	1865 to 1866	118,333,942	62,890
1850 to 1851	63,972,000	22,144	1866 to 1867	118,423,290	59,052
1853 to 1854	77,327,800	61,283	1867 to 1868	116,890,430	57,149
1855 to 1856	92,210,300	50,181	1868 to 1869	112,780,804	70,917
1857 to 1858	76,990,255	68,315	1869 to 1870	139,740,193	63,807
1858 to 1859	65,789,792	83,134	1870 to 1871	131,989,830	61,329
1859 to 1860	85,599,452	61,169	1871 to 1872	119,774,395	54,589
1860 to 1861	90,066,160	70,644	1872 to 1873	151,869,262	57,263
1861 to 1862	109,854,040	79,199	1873 to 1874	144,588,620	47,373
1862 to 1863	121,273,580	72,887	1874 to 1875	161,964,407	85,109
1863 to 1864	117,167,586	45,603	1875 to 1876	166,318,297	87,193

* Including the Continent.

EXCHANGES, & c.

[For dates see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.	4s. 2d.	4s. 2d.	4s. 2d.
Shanghai	5s. 6d.	5s. 6d.	5s. 6d. to 5s. 6d.
Canton	4s. 2d.	4s. 2d.	4s. 2d.
Hong Kong	4s. 2d.	4s. 2d.	4s. 2d.
Macao	4s. 2d.	4s. 2d.	4s. 2d.
Singapore	4s. 2d.	4s. 2d.	4s. 2d.
Peking	4s. 2d.	4s. 2d.	4s. 2d.
Manila	4s. 2d.	4s. 2d.	4s. 2d.

MISCELLANEOUS.

	At Shanghai.	At Hong Kong.
Bills on India ...	Rs. 311	Rs. 235
" Hong Kong ...	£5 to 26 dis.	—
Bar silver ...	11s. 11 1/2	7 1/2 prem. (nominal)
Mexican dollars ...	11s. 7 1/2	3 1/2 prem. (nominal)

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, 22 per cent. prem.
 Hong Kong Gas Company, \$75 per share.
 Hong Kong and Whampoa Dock, 40 per cent. discount.
 China Traders' Insurance Company, \$1,670 per share.
 Hotel Shares, \$174 per share.
 Hong Kong and Macao Steamboat Company, 20 per cent. dis.
 Hong Kong Fire Insurance Company, \$565 per share.
 Union Insurance Society, \$610 per share.
 China and Japan Marine Insurance Company, 15 per share.
 China Fire Insurance Company, \$65 premium.
 Chinese Insurance Company, \$210 per share.
 Shanghai Steam Navigation Company, 11s. 67 per share.
 Chinese Imperial Loan, £104.

* The latest telegrams report the rate for six months' bank bills at Penang 4s. 2 1/2d., at Singapore 4s. 3d., at Hong Kong 4s. 4d., at Shanghai 4s. 9d.

Shipping Intelligence.

ARRIVALS.

At NAGASAKI.—From Cardiff, Nov. 5, Carnarvonshire, Star of China.
 At SHANGHAI.—From London, Jan. — Harkaway.
 At HONG KONG.—From London, Jan. 3, Altona (str.); from Liverpool, Diomed (str.); from Antwerp, Unanima.
 At BATAVIA.—From Amsterdam, Nov. 27, Ocean; from New York, 26, Eureka; from Algoa Bay, 30, Galatea; from Rotterdam (reported by telegraph), No. 14, No. 111.
 At SAMARANG.—From Amsterdam, Nov. 17, President Frankranen.
 A SOURABAYA.—From Newcastle, Nov. 16, Thomas Fletcher.
 At SINGAPORE.—From London, for Shanghai, Jan. 3, Braemar Castle (str.); from Cardiff, 4, Europa, Fortunato Caterina, Tommaso; from Hamburg and London, Egeria (str.); from Liverpool, Menelaus (str.).

DEPARTURES.

From HONG KONG.—For London, Nov. 28, Faugh Balaugh; 29, Atma, Salamis; for San Francisco, Connaught Ranger.
 From SAIGON.—For Rio de Janeiro, Dec. 3, Burdigala.
 From BATAVIA.—For Channel, f.o., Nov. 13, Bussorah; 21, Alice Reed; 25, Hugo, Richard Green; Dec. 2, Johann Hansen, for Holland; Nov. 21, Lieutenant-General v. Swieten; 22, Gebroeders; 31, Torington (str.).
 From SAMARANG.—For Falmouth, Nov. 28, Zodiac; for Holland, George V. Jordan; 23, Alblasserdam.
 From SOURABAYA.—For Channel, Nov. 19, Illione; for San Francisco, 21, Cape Finisterre.
 From SINGAPORE.—For Liverpool, Dec. 4, Kalliope; for Falmouth, f.o., from Manila, 30, Elgin (str.); for New York, 4, Brothers German.

TELEGRAMS FROM THE FAR EAST.

REPORTED RUPTURE BETWEEN SPAIN AND CHINA.

(REUTER'S TELEGRAM.)

BOMBAY, JAN. 5.—The *Shanghai Courier* states that the Spanish Minister at Peking has broken off diplomatic relations with the Chinese Government, and that the Spanish fleet has in consequence been ordered to proceed to China. The cause of the rupture is not definitely known, but unsettled claims and the Cuban (Coolie?) difficulty are mentioned as the probable reason for the disagreement.

THE RUSSIANS IN CENTRAL ASIA.

(REUTER'S TELEGRAM.)

TASHKENT, JAN. 3.—The Russian Expedition, under Captain Kuropatkin, of the general staff, which has been up to the present time staying in Kashgar, left for Toksoun, 1,200 Russian versts to the east of Kashgar, in order to meet Yakoub Beg. At Toksoun Captain Kuropatkin hopes to be able to effect a junction with Petzwalsky.

SHANGHAI MARKET REPORT.

(REUTER'S TELEGRAM.)

SHANGHAI, JAN. 4.—Manchester Goods quiet, but steady; 8 1/2 lbs. Grey Shirtings, 11s. 1.8.7.; Cotton, fair medium China 11s. 10 1/2; Silk quiet; No. 3 Taitlee, 11s. 610.

HONG KONG MARKET REPORT.

(REUTER'S TELEGRAM.)

HONG KONG, JAN. 4.—Manchester Goods, flat; 8 1/2 lbs. Grey Shirtings, \$2.35; 16-24 Water Twist, \$101; total export of Tea to date, 151,000,000 lbs.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Jan. 3, at London, from Colombo, Blenheim (str.); 2, at Antwerp, from Batavia, Drenthe (str.); 4, at Falmouth, from Batavia, Svanen; from Samarang, Samuel B. Hale; from Maulmain, Serafino; at Crookhaven, from Swatow, Adler; 3, at Holyhead, f.o., from Maulmain, Duncum (str.); 7, at London, from Foochow, Martaban (str.); from Shanghai, Glaucus (str.).

DEPARTURES.—Jan. 4, from London, for Shanghai, State of Louisiana (str.); 5, from Liverpool, for Singapore, Edinburgh Castle; Dec. 21, from New York, for Shanghai, John Nicholson; Jan. 1, from Hamburg

(via London), Hesperia (str.); 4, from London, for Hong Kong, C. R. Bishop; for Singapore, Mallard; from Cardiff, Foscola, Woodburn (str.).

PASSED SUEZ CANAL.—Jan. 5, Fleurs Castle, from Shanghai, for London.

SPOKEN.—Papa Olivari, Liverpool to Galle, Nov. 2, 9.12 S., 25.18 W. Elizabeth. Amsterdam to Sourabaya, Nov. 23, 6.19 N., 24 W.; Deliane, Rotterdam to Atchin, Nov. 19, 16 S., 30 W.

CASUALTIES.—Flushing, Jan. 4, the Dutch ship Minister Fransen van der Putte, Osterrath, from Middelburg, Nov. 29, for Batavia (loaded), has put back leaky. Gibraltar, Jan. 4, the Italian barque Union, from Palermo, for Philadelphia, drove against the British barque Satsuma, from Singapore, for Marseilles, with a general cargo, causing latter vessel to go ashore; since assisted off; received extensive damage.—Havre, Jan. 2, the Princess Louise, of Sunderland, Forster, from Singapore, arrived here, encountered very heavy weather from Dec. 9 to 22. On the latter date a heavy sea struck her, carrying away several stanchions and starting the covering board.

MISCELLANEOUS.—Gibraltar, Dec. 28, the ship City of Berlin, Young, which put in here from Shields, for Rangoon, to repair damages caused through collision with an unknown ship, having been repaired, sailed to-day for her destination; Isle of Wight (Cowes), Jan. 4, the Dutch ship Anna, Van Overclift, from Rotterdam, for Sourabaya, which put in here very leaky on the 29th ult., has commenced to discharge her cargo; Aden, Dec. 15, arrived and proceeded, Leon (str.); from Liverpool, for Manila; Galle, Jan. 1, passed, Konig der Nederlanden (str.); from Batavia, for Nieuwe Diep.

THE Messageries Maritimes steamer Gange, from Marseilles, which received damage through collision with the Galley of Lorne steamer, and put into Gibraltar, completed her repairs, and left for London on the 1st inst.

The Eastern and Australian Company's steamer Singapore arrived at Singapore, from Queensland, on the 26th ult., with Australian mails for London.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BEVERIDGE.—On the 26th Dec., 1876, at 33, Rua do Alecrim, Lisbon, Mrs. Henry Beveridge, jun., of a son.

MARRIAGES.

ABENDROTH—BLASS.—On the 19th Dec., at Hamburg, Hermann F. C. Abendroth, Hong Kong and Shanghai Banking Corporation, to Emmy Johanna, eldest daughter of Adolph Blass, of Hamburg.
 ANGUS—BRANSON.—On the 4th Dec., at St. Andrew's Cathedral, Singapore, by the Rev. W. H. Gomes, Joseph Wise, third son of G. Angus, to Ada Florence, second daughter of the late John Edward Branson, law agent, Penang.

DEATHS.

LOVETT.—On the 20th Nov., at Shanghai, William Whitney Lovett, a native of Hingham, Mass., U.S.A., aged 30 years.

Literature.

Tea and the Tea Trade. By REGINALD HANSON, M.A., F.S.A. London: Whitehead, Morris, and Lowe, Fenchurch-street, E.C.—This little work is a reproduction of articles which have appeared in the author's Trade Circular from time to time, and which are now offered to the public in a more permanent form. We have already noticed the articles as they came out, and recommend the pamphlet to those who desire to acquire a practical knowledge of the tea trade and its workings. The first chapter of the book, which gives, in a succinct form, a history of the introduction of tea into Europe, is of very great interest. It seems that the first reference extant to the article is to be found in a letter written in 1615 by a Mr. Wickham, an Englishman, and agent for the East India Company at Firando, Japan, who writes to a Mr. Eaton at Miako, asking for a pot of the best *chaer*. No notice, however, of China tea is to be found in any of the Company's records of this date, published under the direction of the Master of the Rolls, and the above letter (quoted by Murray in 1836) is not now extant, and was probably destroyed, as the author knows from personal research at the India-office, "some tons of useless documents" were, in 1858, when the government was transferred from the Company to the Crown. Within a few years of this time tea had become generally known and popular in London, as is shown by the following advertisement which appeared in the *Mercurius Politicus* and the *Gazette* of September 23rd, 1658. "That excellent and by all physicians approved China drink, called by the Chinese *Toka*, by other nations *Tay alias Tec*, is sold at the *Sultanness Head*, a *cophee house* in *Streeting's Rents*, by the Royal Exchange, London." One of the most useful features of the pamphlet under notice is a table giving the total deliveries and exports from 1711 to the present time. The description of the tea plant and the map showing the districts in which the teas are grown have already been noticed, and form also a very valuable portion of the little work under notice. We must not omit also to say a word in favour of the illustrations, which are truthful and telling.

Macmillan's Magazine for January has a powerfully written article by Goldwin Smith on the "Ascent of Man," an article entitled "Universities and Universities," by Lyon Playfair, and other matters of interest, including "Two Sonnets, by two Sisters," which are of marked excellence.

Belgravia for the present month contains a good description of a Japanese holiday, from the pen of Mr. H. F. Abell.

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the Addresses of all Persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, and other parts of the FAR EAST will be supplied on application at the Office, where files may be seen of the Journal published in those Countries.

The "LONDON AND CHINA EXPRESS" is published Weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published Weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,

79 GRACECHURCH STREET, LONDON, E.C.

The London & China Telegraph.

LONDON: MONDAY, JAN. 8, 1877.

THE "C. O. WHITMORE" CASE.

FEW would have imagined when the difficulty with our Government, which resulted in the suspension of the Ashburnham Extradition Treaty with the United States occurred, that the first effects of this unfortunate misunderstanding would be felt, not in America or in England, but in a small Colony, which, though it is of great commercial importance, absorbs, as a rule, but very little public attention in either of those countries. A startling case which has arisen in Hong Kong has, however, called prominent attention to the sad results which would become general from that cause, if it continued to exist. An application was made to D. H. BAILEY, Esq., the United States Consul in that Colony, by the crew of the American ship *C. O. Whitmore*, for discharge from the ship, and compensation in the form of three months' wages (as allowed in such cases by American law), on the ground of cruelty exerted against them, and in the course of this inquiry it appeared, upon undoubted evidence, that Captain PEABODY and his mate, one SNOW, had been guilty of the most revolting brutality against a seaman named ELWOOD, and had, in the deliberate opinion of the Consul, caused his death; but, unfortunately, the Ashburnton Treaty being inoperative, the United States Consul, while deeply deploring the position in which he was placed, was unable to send the men home for trial, and the result of the investigation was simply that the other members of the crew were released, and that the captain had to pay the three months' wages in compensation to the men so discharged.

The matter caused so much indignation in Hong Kong that a public meeting was held, when, with an amount of temperance which does them great credit, the affair was discussed, and resolutions passed asking Sir ARTHUR KENNEDY, the Governor, to lay the matter before the Home Government, in order that all possible steps may be taken to bring the men to justice. The Governor expressed his approval of the proceedings, and, we are glad to notice, was able to state in reply that the case had already been represented to the authorities at the Colonial Office; and we trust most sincerely that some means may yet be found to prevent the perpetrators of one of the most awful deeds that has ever been recorded escaping the punishment which they justly merit. The cruelties which the unfortunate man ELWOOD suffered go beyond the range of the wildest imagination. It would be impossible to give all the revolting details in a public journal, and we prefer to state them as they were set forth in a very eloquent speech by Mr. GRANVILLE SHARPE, one of the speakers at the meeting above alluded to. "CHARLES READE," he says, "in 'Never Too Late to Mend,' represents the earnest 'chaplain of a gaol voluntarily undergoing in a dark cell 'solitary confinement for twenty-four hours that he might 'know what it was. Would anyone like to sit astride 'with his whole weight upon a knifeboard, to know what 'ELWOOD suffered when astride the boat keel? The Crown Solicitor told me he could not bear it for two minutes, 'and this in a smooth sea, and the ship at anchor. 'Then to be struck on that tender part, the spine, so as to 'be doubled up for a fortnight. But his mind gave way 'and his courage failed at last. He is dragged out upon 'the deck, and, though not yet dead, is washed by no

'tender hands, as if for burial. His low moan 'Oh! Oh! 'Oh!' is the only remonstrance. The mind is gone, and 'after this, during the few lucid moments, the wail is 'uttered, 'My child, my child, my child,' and JAMES H. 'ELWOOD is no more.' The American Consul in Hong Kong expressed his opinion that the act amounted undoubtedly to murder; and whether this opinion is technically correct or not there is no doubt a *prima facie* case, and that Captain PEABODY would be certainly indicted for murder either in America or in England. It is sincerely to be hoped, therefore, that steps will be taken, if they have not been adopted already, to bring the delinquents to justice. According to last telegraphic advices from the United States, a seasonable act of courtesy on the part of the Canadian Government in rendering up an American forger has caused the United States Government to declare that they will continue to act in conformity with the Ashburnton Extradition Treaty, and the difficulty which stood in the way of prosecuting the men concerned in the outrage on the *C. O. Whitmore* is now removed. It is to be hoped that the short time that Treaty was suspended will not have allowed the escape of the perpetrators of one of the worst atrocities which has ever come to light.

THE PROPOSED NEW COMPANY'S ORDINANCE FOR HONG KONG.

IT is certainly, as was observed by Chief Justice SMALE, something very unusual to find that an Ordinance, for the purpose of altering the law with respect to Joint-Stock Companies in Hong Kong, which was condemned in principle some months back, should have again been brought before the Council, though somewhat modified in form; and we think the Colony may be congratulated for the decided manner in which Sir JOHN SMALE expressed his views on the subject, and thus prevented the passage of a measure which there can be little doubt would have been detrimental to the best commercial interests of that place. The chief effects of the proposed Bill would have been to introduce the principle of limited liability and to make it possible to reduce the amount of shares of companies already existing. To both these measures Chief Justice SMALE raised some very strong objections when the original measure was introduced, and in commenting upon the subject at the time we fully endorsed the views which he put forward. It would, undoubtedly, be very hazardous to introduce a principle so liable to abuse as that of limited liability into a Colony such as Hong Kong. The effect of doing so would be to create a company-floating mania, and there can be little question that a vast number of doubtful and unsound enterprises would be set on foot in consequence. Against the introduction of a measure which would admit of companies already formed reducing the denomination of their shares, reasons almost equally valid exist, the most obvious of which is that such a course would have the effect of causing such companies to be composed of people of very different standing and responsibility from those of whom they at present consist. On both these grounds it is a subject of congratulation that the last effort to pass this measure was not more successful than the first, and we can only again express our surprise that a second attempt at doing so should be made so soon after the first essay had proved abortive.

THE Shanghai Community have performed a graceful act in presenting to Sir THOMAS WADE a farewell address on his departure from China; and the reply which H.E. gave is in equally good taste and feeling. The views of Sir THOMAS WADE have not always been acceptable to the foreign communities in China, and they have not hesitated to express their ideas upon this point with freedom; but they have always felt full confidence in Sir THOMAS WADE's rectitude of purpose, and all who know his career will agree that they were fully justified in that trust. To some extent also the address which has been presented is indicative of a change in the somewhat too aggressive ideas which were in old times common among the mercantile residents in China; and upon this ground, if no other, its presentation is a subject of congratulation, and will close the mouths of the numerous persons at home who are inclined to attribute to the present generation of foreigners in China feelings and

ideas which belong to the past, and which in their day, were, if not justifiable, at least excusable. Sir THOMAS WADE arrived in London on Thursday last.

By the mail just arrived we have received a copy of the valuable reports issued by the medical gentlemen to the Chinese Customs Service. They embrace the half year ending March 31, 1876. Upon the whole, the health of the various foreign communities has been good during that period. During October and the early part of November a mild epidemic of cholera passed over Shanghai, but it proved fortunately of very short duration. At Kelung, in Formosa, there were some severe cases of diarrhoea, which were attributed mainly to the malaria from the swampy paddy fields. In most cases a trip to the seaside caused the case to terminate favourably in a day or two.

We give elsewhere some valuable particulars concerning the condition of the Chinese in Peru, which are furnished by Mr. Consul NUGENT in his last Report to the Foreign-office. It is to be hoped that under the new treaty between China and that country arrangements may be made to do away with the abuses complained of, and to afford protection to the Chinese. There has, no doubt, in some instances, been exaggeration on the subject, but, on the other hand, it is equally clear that in many instances the unfortunate Chinese labourers are very hardly treated.

WITH reference to the question of the Home Government setting on foot a scheme to provide Student Interpreters for Chinese, for the Straits and Hong Kong, which the Governor of Singapore recently stated had been referred by him to the home authorities, we learn that several suggestions have been made to the Government with this object, but that as yet nothing definite has been decided upon.

It is not yet known when H.E. POPE HENNESSY, the governor-designate for Hong Kong, will take his departure. We understand that he has obtained "extra leave," so that, although he has arrived from the West Indies, it may be some time before he takes his departure for his new post.

Correspondence.

THE OPIUM TRADE.

(To the Editor of the *London and China Telegraph*.)

SIR,—Your correspondent, "Blue Book," asks me for my authority for stating that "it has been shown conclusively that Opium smoking has been going on in China for over 130 years, and that, in fact, at that date it was a familiar habit in the country, that is long before foreign Opium was brought to China."

My authority is the Blue-book containing the evidence of the Select Committee on Indian Finance in 1871, where the following evidence by Sir Rutherford Alcock will be found at page 282:—

Have you ever investigated the history of the growth of Opium in China, and do you know how far it can be traced back?—Yes; Mr. Hobson, the Commissioner of Customs at Hankow, obtained some interesting information about that, which I have no reason to doubt is perfectly correct, and it goes far to show that we are more sinned against than sinning in reference to the first introduction of Opium. It existed in Yunnan certainly before the beginning of this century. Mr. Hobson says, "The popular story in Szechuen is, that one hundred years ago Opium was introduced into Szechuen, Shensi, Yunnan, and Kweichow, from India and Thibet. At the time of the introduction it was esteemed for its medicinal properties only; but during Kienlung's reign it was discovered to be smokable, and the Szechuen people were among the earliest indulgers." But that the Chinese both cultivated the poppy in one or more provinces, and consumed it to the extent of many thousand piculs annually, long before there was any attempt to import the Indian drug, seems more than probable. We are responsible therefore, to the extent of dealing in it and promoting its production in our Indian territories for the profit of the revenue during this century; but they certainly had it before, because in the latest edition of the "General History of the Southern Province of Yunnan," which was revised and republished in the first year of Kienlung's reign (A.D. 1736), Opium is noted as a common product of Yung Changfoo. Now as Mr. Hobson, the Acting Commissioner, well remarks, if 134 years ago so much Opium was produced as to deserve notice in such a work as the one I refer to, it may be safely asserted that the production could be no novelty to the Chinese population at the beginning of the present century, when we first began to import it in small quantities.

With the evidence of Mr. Hobson (a gentleman, be it observed, in the employ of the Chinese Government) and of Sir Rutherford Alcock, whose predilections have always been in favour of doing

full justice to the Chinese before me, I do not attach so much importance as your correspondent does to what is said by "our old friend Robinson Crusoe;" but I may perhaps be permitted to observe that so far as the fact of Defoe's knowing that the Portuguese traded in Opium with China before 1719 has any bearing on the question of the moral responsibility attaching to our trading in the article, it is entirely in favour of the position taken by Sir Rutherford Alcock and Mr. Commissioner Hobson, and followed by myself. If the Portuguese found it worth while to ship an expensive article like Opium to China before 1719, it is evident that the article must have been familiar to the Chinese before that date. I was content with showing that this was the fact 130 years ago; and am quite willing to accept your correspondent's correction, which shows that instead of 130 years I should have stated at least 157 years.—Your obedient servant,

AN OLD CHINA RESIDENT.

THE CHINESE IN PERU.

During the five years ending 1874 46,190 Chinese coolies embarked in China for Callao, of whom only 43,143 reached that port, the remainder having died on the voyage. By far the larger proportion went in the first four years of that period, the number who embarked for Callao in 1874 having been only 3,939. Ninety-three vessels were engaged in this trade, of which only twenty-four were Peruvian. The rest sailed under the French, Dutch, and Portuguese flags. Taking the average cost of each of these Chinamen's eight years' service in Peru at \$340, it shows there was a capital of 14,500,000 soles employed in the plantations and sugar estates of Peru. Mr. Consul Nugent, in his last report to the Foreign-office, says:—"It is not very long since a telegram was received at Lima announcing the ratification of the Treaty between Peru and China relative to Chinese emigration, and stating that arrangements were being made to carry its provisions into effect. It will be some time, however, before these arrangements bring about the desired movement. The Chinese commissioner who lately visited Peru to inquire into the condition of his countrymen was so convinced of the ill-treatment to which they were subjected at the hands of some of their employers, that in a letter I have seen addressed by him to a friend in Lima he says:—'The Chinese Government undoubtedly will send a duly accredited commissioner to Peru some time next year to institute a rigid investigation into the treatment of Chinese before it permits free emigration to take place.'

Efforts have been made by the Peruvian Government to afford protection to these people, but, notwithstanding, their condition as a rule is far from satisfactory. In the first place, the isolation of some of the haciendas is such that the coolie is entirely at the mercy of his master. This master, or his overseer, may be a conscientious and humane person, or he may be the contrary. In the latter case, if the coolie runs away he will either starve in the surrounding wilderness, or—which may be considered quite as bad—be recaptured and punished in a way which he may not survive to tell. Many of these Chinamen are engaged in the guano deposits, and from personal knowledge I can state that their lot in those dreary spots is a most unhappy one. Besides being worked almost to death they have neither sufficient food nor passably wholesome water. Their rations consist of 2 lb. of rice and about $\frac{1}{2}$ lb. of meat. This is generally served out to them between ten and eleven in the morning, by which time they have got through six hours' work. Each man is compelled to clear from four to five tons of guano a day. During the last quarter of 1875 it is reported that there were 355 Chinamen employed at Pabellon de Pica alone, of whom no less than ninety-eight were in the hospital. The general sickness is swelled legs, caused, it is supposed, by drinking condensed water not sufficiently cooled, and lack of vegetable diet. The features of this disease are not unlike those of scurvy or purpura. It is often said that the advancement of Peru depends upon the importation of Chinamen, as they alone, it is alleged, are able to withstand the climate whilst engaged in agricultural pursuits. This, I think, is an error which would be soon dispelled were the inhabitants obliged to labour for their support, instead of depending either directly or indirectly on their rich guano and nitrate deposits, and on the cheap and hitherto easily obtained Asiatic labour. Little besides guano, nitrate, and sugar is exported from Peru, and yet the country is eminently suited for the production of other articles. The soil remains uncultivated, and the vast mineral treasures which it is well known to possess lie undeveloped. Had not the importation of Chinamen at the outset received such decided support from the Government the question of colonisation in Peru would ere this have been solved. Of the numerous Italian immigrants attracted hither by the glowing description of the richness of the country very few become cultivators of the soil. Most of them concentrate in towns and become storekeepers. This is due in a great measure to the little encouragement given them by the large landowners of Peru, who, instead of stimulating immigrants to develop the latent resources of the soil by distributing the surplus among immigrants to work it on their own account, receiving a portion of the produce in payment or acknowledgment of their ownership allow it to remain fallow, confining their attention to such area only as the number of their imported Chinamen will allow."

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, JAN. 2.

The German proverb "Severe masters don't govern long" has never been better exemplified than by the changes of the present winter. After a rigorous frost, the thermometer falling as low as 20 deg. below zero, the wind turned suddenly round to the westward, and, as was anticipated, brought very mild weather, with rain, thus effecting a difference in the temperature of no less than 17 deg. in a single night. As

the mild weather continues, the river, owing to the exertions of the many steamers trading between Hamburg and England, &c., and the labours of the icebreaker, is again open, at least for steamers. Unfortunately, the ice did not disappear without causing some mischief. The English steamship Westmoreland, trading between Hamburg and Liverpool, and carrying a very valuable cargo, was driven on a bank in the lower river by the pressure of the ice, and was for some time in a dangerous position. The casualty has, however, proved to be less serious than was at first anticipated. The steamer was towed off last night from the bank by three tugs, and to-day was towed up here. The vessel has suffered much, but the cargo is undamaged. The steamer Iceland, also trading between here and Liverpool, and which was stranded on the coast of Holland, has not yet been floated, and perhaps never may. The cargo of this vessel being a very valuable one, the Hamburg insurers have despatched one of their most active and energetic men to the spot, to look after the interests of all concerned.

The Hamburg American Steamship Company has sustained another very important loss. The steamship Goethe, a splendid vessel, only a few years old, and the largest and the fastest of the company's ships, recently despatched on a voyage to the Brazils and La Plata, has been totally lost on the small island of Lobos, at the entrance of the La Plata River. It is extraordinary how this disaster could have happened, as the fairway in the vicinity of the spot is many miles wide, and it is the opinion of many old sailors that it would have given great trouble to the captain to put his ship on shore at the place if he had been ordered to do so. The Goethe was built in 1874 by Messrs. R. Napier and Sons, on the Clyde, was of 3,400 tons burthen, and was furnished with engines of 600 indicated horse power. The steamer originally belonged to the then existing German Transatlantic Company, and being the first vessel built for their line was fitted out in a most superb style. The original price of the steamer was £112,000, and she was insured partly in Hamburg and partly at Paris to the amount of £65,000, a further risk of £25,000 being run by the company itself. It will be remembered that the Germania steamship was wrecked at Bahia only a few months ago, so this is the second great loss sustained by the company within the last six months. Adding thereto the cost of the Franconia-Strathclyde case it is evident that the balance-sheet for the present year will not be very satisfactory to the shareholders, who, perhaps, might do very well at the next general meeting to inquire a little into the management of the company, more especially as regards the appointment and promotion of officers.

Some days ago our citizens were very much excited by a rumour being spread that the City Hospital, a very large building, which generally contains many hundreds of patients, was on fire, and that 200 of the poor sick people had perished. Fortunately the actual event proved far less disastrous than the report. The washing establishment belonging to the hospital, but a separate building, containing, besides the washing implements, &c., all the fuel for the winter, was burned to the ground. Only one person was killed, a young woman, who could not be restrained from trying to save her clothes and valuables from the burning building, and thus perished. Her body was found underneath the ruins the next day.

The consumption of German coal in Hamburg has developed itself during the past year to a considerable extent. In 1875 only sixty million kilos came to Hamburg, but in 1876 the amount of local consumption arrived here by the Köln Mindener Railway reached 104 million kilos, or nearly double the quantity received in the preceding year. All great steamer companies trading from Hamburg use German fuel, and will continue to do so in future, as long as the quality of our coal continues to be of the same excellence. The whole quantity sent in 1876 *via* Hamburg to Lubeck, Berlin, &c., amounts to 136,880,000 kilos.

The railway from Cuxhaven to Hamburg will no longer remain a project only, the board of the Cuxhaven Railroad Company having made an arrangement with the Société Générale, according to which the latter Company will begin the construction of the railway in the course of the current year. The inhabitants of the districts through which the line will pass have been asked to assist in providing the funds, as I wrote in one of my former letters, and have responded to this appeal by a subscription of m.3,175,000 for preference shares. These inhabitants will receive the greatest benefit from the construction of the railway, as they will be enabled to send their agricultural produce to our market in a very easy way. Whether the traffic will be sufficient to give a profit upon the invested capital time alone will show.

In consequence of the holidays and the approaching new year our Produce market during the past week has been in a most inanimate state, transactions being of no importance. Quotations are nominal.

SHIPPING.

In consequence of the already mentioned ice-impediments in the river, our communication with abroad during the last week has been confined to iron steamers, with the exception of a few iron sailing vessels. The arrivals from the sea have had to take refuge in the harbour at Cuxhaven, which at present is crowded with vessels. But as this afternoon river craft are to be seen sailing up, no doubt to-morrow a large fleet of Transatlantic vessels will be towed up to the city. From the Far East no arrivals have taken place; and of departures only the Hesperia, s.s. is to be mentioned, which, under command of Captain Johansen, with a full cargo of general merchandise, has left for the usual route to Singapore, &c. On the berth are, besides a steamer of the German Steamship Company, the Peri, Luehrs, for Penang, Singapore, &c.; Johann Friedrich, Kroenke, for Singapore direct; Batavia, Corlens, for Hong Kong, and Woodhall, Low, for same destination, *via* Antwerp.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, JAN. 3.

The Members of the First Chamber have left the Hague, after having passed the Budget of "Ways and Means." They will meet again in a few days to deal with the other chapters of the Budget. The

great controversy about the lower-class Education Bill has begun. Opinions differ greatly. The leading papers of the Liberal party are by no means satisfied, except the *Handelsblad*. The *Dagblad*, a Conservative organ, is most discontented, and the Clerical papers are, of course, anything but satisfied. The concessions which are made to win over opponents are by no means satisfactory. Mr. Heemskerk tried to please the Ultramontanes by abolishing a "more extended lower-class instruction," and the Orthodox Protestants by proposing that no lower-class instruction should be given gratis. Both parties, however, are still dissatisfied, and it will be found necessary to alter the very principle of the Bill if the Minister wishes it to be carried. As the measure now stands there is not the least chance of its being accepted, and perhaps the Bill of Mr. Moens will be preferred. In the meanwhile, Mr. Heemskerk is very busy in framing a middle-class Education Law and a Reform Bill. If Parliament is inclined to work much may be done in this Session, but I fear that the result will fall far short of the anticipations.

I hear that the "sugar-conference" is not at all likely to give a definitive result. The invitations, addressed to the Austrian, German and Italian Governments to attend the new conference, have been answered in the negative. In the last days of this month the representatives of the French, English, Belgian and Dutch Governments will meet again at Paris, in order to try to come to an agreement; but the most probable result will be that they will once more leave the French capital without having settled the question.

The King arrived on the 31st December from his seat "het Loo," in the Hague, in order to hold his New Year's Day reception. Yesterday he again left the Royal residency. The rumours that the Prince of Orange would return from Paris are most positively contradicted.

A good deal of notice is being taken by the newspapers about the dispute between the ex-Minister of the Colonial Department, Mr. Van Goltstein, and Messrs. Van Swieten and De Rochemont. The general opinion is that the protests of the latter against the accusation of Mr. Van Goltstein are of no avail, and that the ex-Minister has "struck the nail on the head," as the proverb says. It is curious to see how Messrs. Swieten and De Rochemont try over and over again to whitewash themselves; but in vain. They cannot undo what they have done to involve us in that unhappy war with Atjeh.

According to a statistical note about our shipping trade during 1876, 979 vessels arrived at Amsterdam, and 812 vessels sailed.

AMSTERDAM, JAN. 4.

Within a few days a Royal decree will be published, stipulating that no officers belonging to the Home army are to be sent to Java. This measure will be taken in order to increase the promotion of subaltern officers.

The frosty weather has given way to a very mild temperature, accompanied by severe storms of wind and rain. The shipping trade has re-opened, but in consequence of the holidays business has been very limited. There is no demand for Colonial Produce, except for direct wants. Prices remain very firm, and trade looks very healthy.

Monetary and Commercial.

The following are the latest quotations of Banking and other Companies connected with the Far East:—Agra Bank, 10 to 10½; Chartered Bank of India, 18½ to 19½; Chartered Mercantile Bank, 28 to 29; Comptoir D'Escompte, f.67½; Hong Kong and Shanghai Bank, 31 to 32; Oriental Bank, 45 to 46; P. and O. Company, 36 to 38; Messageries Maritimes, f.615; Suez Canal, f.685; Japan Loan 9 per cent., 108 to 111; ditto, 7 per cent., 101 to 103.

In the Produce Markets business has scarcely yet recovered from the quietude incidental to the Christmas and New Year holidays, but a steady tone is maintained, and in regard to some articles an improvement has occurred. There has been more inquiry for Tea; common Black-leaf Congous are ¾d. lower; Scented Capers ¾d. dearer. The Silk Market exhibits a steady tone, quotations showing no change from those of last month. Coffee continues to advance, new crop Plantation Ceylon being 2s. to 3s. per cwt. higher. Pepper has also advanced. Rice is firm, and moderately active. Sugar is steady, but the speculative excitement lately observable has disappeared. Tin exhibits a declining tendency. Gambier continues active.

The total quantity of tea delivered from the bonded warehouses in London during the four days of last week, ended with the 30th ult., was 1,184,452lb., of which 978,594lb. was for home consumption, 380,723lb. was removed coastwise, 94,362lb. was exported, 28,355lb. was sent coastwise for exportation, and 2,355lb. was for ships' stores. The duty received in the same period amounted to £24,465. The following were the quantities of the other principal dutiable articles withdrawn for home consumption during the same period:—Coffee, 294,904lb.; cocoa, 14,387lb.; tobacco, 214,886lb.; cigars, 3,375lb.; tea, 1,136,711lb.; wine, 79,150 gallons; brandy, 20,636 gallons; and rum, 16,355 gallons.

Tenders for £350,000 in bills and telegrams on India were received on the 3rd inst. at the Bank of England. The amounts allotted were:—To Calcutta, £259,000, average rate 1s. 10½d.; and to Bombay, £61,000, average rate 1s. 10½d. Tenders on Calcutta, at 1s. 9½d. for bills, and Bombay, 1s. 9½d. for telegrams, will receive about 38 per cent., above in full. Compared with last week's allotment the above rates show an advance of rather more than 1½ per cent.

SILK.

The Silk market is quiet, without alteration in prices. Deliveries 1st to 3rd inst. inclusive:—China, 208 bales; Canton, 75; Japan, 27; total, 310 bales.

Messrs. Waltham and Co.'s Circular says:—The year just ended will ever be remarkable in the annals of the Silk trade as one of extraordinary vicissitudes and extreme fluctuations. The course of the market for the first five months, however, may be summed up in but few words, for it was not until it became manifest that the unpropitious weather experienced in the Silk-growing districts of the Continent, during the critical period, had inflicted serious and irremediable injury upon the European crops, that the alarm was taken and the field thrown open to speculation. During the month of January a more general tendency to operate was evinced than had been shown for some time before the close of the previous year, and a fair current business was transacted with gradually stiffening rates; February was a quiet and inactive month, and prices became easier, but early in March a slight reduction encouraged buyers to operate again, and some large lots were sold for the requirements of consumption; these satisfied, the market relapsed into a state of inaction, which continued during the whole of April. Up to this time the fluctuations in prices of the various descriptions were insignificant; in China Silk, best No. 3 Tsatlee had remained at about 18s. 6d. per lb., "Red Peacock" varying from 14s. 3d. to 15s. per lb. 4½ and 5 Tsatlee from 13s. 6d. to 14s. and 12s. 9d. to 13s. 3d. per lb. respectively; in Japan Silk, best Maybush varied from 16s. to 17s. 6d., and Medium from 13s. 6d. to 14s. 6d.; Cantons were steady at 12s. 6d. to 15s. for superior, and 10s. 6d. to 12s. for ordinary grades; common Bengals had remained almost stationary at 7s. 6d. to 9s. 6d., and superior at 10s. 6d. to 12s. 6d. per lb. In May a succession of unfavourable reports as to the progress of the "racolta" caused a demand for the finer descriptions of Bengals and Japans, and in these an advance was established. During the earlier part of June this was well maintained, and towards the end of the month was considerably increased as the movement gained in importance, and extended to other classes of Silk. By the beginning of July the best grades of Japans and Bengals had risen about 4s. per lb., and the medium classes of China about 3s. per lb. from the lowest; then came a moment of great excitement, and immense purchases were made, chiefly for Foreign account, the Home Trade assisting only to a small extent in these operations; the advance made up to this time was speedily outstripped by the rapidity with which in the course of a few days Bengals and Japans shot up 6s. to 7s. per lb. and Chinas about 5s. per lb. It was about this time that (though ultimately falsified) adverse accounts of the China crop were received, thus reinforcing those operators who were speculating on the results likely to emanate from the disasters sustained by the Italian and French crops. During the month of August great buoyancy prevailed, and there was no interruption to the upward course of the market; re-reeled Tsatlees and Hainins, together with Cantons, attracting more attention, as these descriptions had not participated to the full extent in the general advance; at the latter end of the month some large sales (scarcely more fortunate in their results than on some previous occasions of a similar nature) were made in Japans "to arrive." It was in the month of September that the first check came, and this was speedily recovered, the month closing with a higher rate of prices than had yet been attained; the total advance was, on China and Canton Silk 70 to 80 per cent., and on Bengal and Japan Silk 100 to 120 per cent. At length came the natural reaction and October saw a cessation of the activity that had so long prevailed, and prices receded to the extent of 1s. to 1s. 6d. per lb. on China, Canton, and Bengal Silk, and 2s. 6d. to 3s. 6d. per lb. on Japans. During the whole of November the market was exceedingly dull, and a further considerable decline took place, attributable in some measure to the unusually large arrivals of Asiatic Silk, and augmented by the threatening aspect of political complications. In the first week of December the lowest point of the reaction was touched, and sales were effected in most classes at about 1s. to 1s. 6d. per lb. under our quotations for the beginning of the month; showing a reduction, as compared with the prices ruling in September, of 3s. 6d. to 4s. 6d. per lb. on Bengals and Chinas, and 2s. 6d. to 3s. 6d. per lb. on Cantons, while Japans had fallen 6s. to 7s. per lb.; a recovery afterwards took place, with an advance of 1s. 6d. to 2s. per lb. on Chinas, and about 4s. per lb. on Japans, but Cantons did not participate in the improvement. Considerable attention has been directed to the large stock at Shanghai, but as this has remained at upwards of 20,000 bales since about the middle of October, and telegrams of 25th December report total exports to date 57,000 bales, it is fair to suppose that a very considerable portion of the stock consists of inferior and undesirable Silk. Private advices to hand confirm this view, as the stock is spoken of as consisting principally of inferior qualities. The total export from all China and Japan, up to the 21st December was—to Great Britain 37,000 bales, and to France and the Continent 50,000 bales. The total deliveries for the year are on a parity with those of 1875.

Messrs. Hogg, Walker, and Co.'s Circular contains the following statement, showing the increase and decrease in stocks, imports, and deliveries as compared with last year.

	Stock—bales.	Import—bales.	Delivery—bales.
China ...	Decrease 818	Increase 9,002	Decrease 3,213
Canton ...	Increase 1,139	" 511	Increase 970
Japan ...	" 2,033	" 3,870	" 1,010

LONDON QUOTATIONS—JAN. 5.

CHINA.		
Tsatlee, No. 1	...	39s. 6d. to 30s. 6d.
" No. 2	...	28s. 6d. to 29s. 6d.
" No. 3	...	27s. 6d. to 28s. 6d.
" Red Peacock	...	21s. 6d. to 25s. 6d.
Yuenfaa and Hainin, Nos. 1, 2, and 3	...	23s. 6d. to 25s. 6d.
Taysam Keying, Nos. 1, 2, and 3	...	21s. 6d. to 25s. 6d.
Long Reel	...	14s. 6d. to 17s. 6d.
Canton	...	15s. 6d. to 20s. 6d.
Chinese Throwa	...	15s. 6d. to 22s. 6d.

JAPAN.

Maibash and Sinchu, Nos. 1, 2, and 3...	...	27s. 6d. to 33s. 6d.
Idah	...	(none)
Sodai, No. 2	...	25s. 6d. to 26s. 6d.
Oshiu, Nos. 1, 2, and 3	...	24s. 6d. to 30s. 6d.
Amutsu	...	29s. 6d. to 34s. 6d.
Kakuhah	...	28s. 6d. to 30s. 6d.
Hatcho gee	...	21s. 6d. to 32s. 6d.

Messrs. D. O'Donoghue and Co.'s New York Circular, dated Dec. 21, 1876, says:—During the first fortnight of the month under review the condition of the Raw Silk Market remained much the same as last reported, and under the depressing advices received from foreign markets prices eased off somewhat, with but little business doing, even at the lower range; later advices from London, Lyons, and Shanghai showing a firmness, activity, and buoyancy in those markets quite unusual at this time of the year, have had the effect of checking the downward tendency of prices here, and a slight advance upon the lowest quotations of the month has been established, with a considerable business doing during the past fortnight. Holders generally are firm, particularly for finest and best grades of Silk, which are not abundant.

COFFEE.—Although the market has been closed, so far as public sales are concerned, an active demand has prevailed for low and ordinary qualities, in which a relatively good business has been done, consisting chiefly of resales, and the upward tendency in values has been further prolonged, prices closing 2s. to 3s. higher. Stocks in London are the highest for a great number of years, and the lateness of new crops contribute to give a strong tone to the market. At the opening of the market yesterday, after the Christmas recess, the public sales went off with animation, at a further advance, making a total of 2s. to 3s. for Plantation Ceylon, 2s. 6d. for Native, and 3s. to 5s. for other kinds. Plantation Ceylon sold, triage at 88s. to 99s., common to fine small at 107s. 6d. to 112s. 6d., low middling at 115s. 6d. to 117s., middling at 117s. 6d. to 120s. 6d., good middling to fine middling bright colour at 121s. to 122s. 6d., good to fine bold at 123s. to 126s., pea-berry at 120s. to 124s. Native Ceylon sold, garblings at 24s., triage at 85s. 6d., good ordinary at 91s. 6d. to 92s. per cwt. Singapore and other common kinds have been in active request, partly speculative, and prices show a further advance of 1s. to 2s., unpicked Bally closing at 70s., picked ditto at 79s. to 80s.

CHINA PRESERVES.—311 cases China Ginger bought in at 6½d. per lb., Chylong 23s. to 26s. per case.

COCONUT OIL.—There has been no improvement in the demand, nor any perceptible change in prices, fine Cochins being still obtainable at £41, Ceylon in pipes at £37 15s. per ton.

COTTON.—There has been an active demand, chiefly speculative, and a good business has been done, notwithstanding the holidays, for arrival and for future delivery, closing at an advance of ½d. to ¾d. per lb. On the spot prices are only slightly higher.

GAMBER has continued steady, with a fair business at full rates. On the spot the sales include whole bales at 22s., and for arrival about 800 tons have changed hands, including distant and October to February shipment, at 21s. 9d. to 21s. 10½d., September sailing 21s. 7½d. ex ship.

RICE.—There has not been much inquiry for any description, and sales are small, but holders being firm, prices are unchanged. On the spot 1,100 bags Billam have been sold at 10s. 6d., 2,000 bags Rangoon, of indirect import, at 9s. 6d., 7,000 bags Moulmein at 10s. 6d., and 2,000 bags Madagascar at 9s. 6d. The floating cargo, per Pauline, 750 tons Necranzie, off coast, at 10s. 7½d., Liverpool quay terms. About 5,500 tons new crop Burmah have been sold for arrival, February to April shipment, at 9s. 9d. to 9s. 10½d. for Rangoon, closing at the former price.

SPICES.—Cassia Lignea: 154 cases broken bought in at 52s. to 54s. Cloves: 85 bags Amboyna bought in at 1s. 9d. Nutmegs: 7 cases Penang bought in, 117's at 2s. 7d., 85's at 3s. 9d. 1 case 1 box Java sold, 98's at 2s. 8d., 104's at 2s. 5d., 12 cases defective ditto bought in at 2s. 3d. Mace: Of 22 cases 1 box Java 16 cases 1 box sold at about previous rates, pickings at 11s., ordinary at 1s. 6d. to 1s. 9d., chiefly middling to fair at 1s. 11d. to 2s. 3d.

SAGO.—In public sale of 1,459 bags about 1,200 bags sold without decided change in value, fair small at 16s. 6d., good at 17s. to 17s. 3d., fair large at 19s. 6d. to 20s., fine ditto at 21s., medium bought in at 20s.

SUGAR.—Since the market reopened on the 2nd inst. a quiet but steady tone has prevailed, and prices show little decided change from those ruling just before the recess. At auction 12,518 bags good brown China (Hong Kong) were bought in at 24s. 6d., and 1,032 bags refined China sold at 33s. 6d. to 34s. 6d. There has been no business in other descriptions of East India sugar.

TAPIOCA.—The large supply of 2,500 bags Singapore went off slowly, and 1,500 bags sold at barely former rates, middling to good at 2½d. to 2½d., the remainder bought in, good to fine at 2½d. to 3d. 90 barrels Para sold at 4½d. to 4½d., ordinary at 3d. to 3½d., one lot low at 1½d. Pearl Tapioca:—696 bags met few offers, and being firmly held were bought in, chiefly medium at 19s. 6d. to 20s., small at 19s. 6d.

TIN.—This market has exhibited no animation, and prices have receded. About 290 tons of Straits have been sold at £76 to £75, closing with sellers at £75 10s. cash, at £76 to £74 10s. for arrival.

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £5 5s. to £5 10s.; Bars, £6 5s. to £6 10s.; Staffordshire Best: Bars, £7 10s. to £8; Nail Rods, £7 10s. to £8; Hoops, £8 10s. to £9 15s.; Sheets, £10 to £12; Scotch Pig, No. 1, £2 19s. to £3 12s.; Swedes, Bars, Hammered, £11 to £12; Swedes, Steel in kegs, ½ and ¾ in., £16 10s. to £17.

YELLOW METAL.—Sheets, 4 by 4 ft., 7½d. to 7½d.; Sheathing and Rods, 7½d. to 7½d. per lb.

TIN.—English Refined, £80 to £81. Tin Plates: Charcoal IC, per box, 24s. to 29s.; Coke, 19s. 6d. to 22s.

LEAD.—WB, £22 10s.; do., other brands, £21 15s. to £22; Spanish soft, ex ship, £21 10s. to £21 15s.; Sheet, £23 10s.; Shot (kegs extra), £25; White do., £28.

SPELTER.—Silesian, £21 10s.

QUICKSILVER.—In bottles of 75 lbs. each, £8 5s.

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London and Liverpool:—

		Pieces Long Yells.	Pieces Camlets.	Pieces Lastings and Crape Lastings.	Pieces other Worsted and Union Stuffs.	Pieces Spanish Staples.	Pieces other Woollens.
Total shipped during the year 1876	To China	119,500	78,610	38,930	133,368	64,335	33,566
	„ Japan	—	—	1,770	130,805	—	32,194
Total		119,500	78,610	40,700	264,173	64,335	65,760
Do. 1875	To China	112,540	86,720	54,970	196,710	55,317	70,950
	„ Japan	—	2,470	1,160	261,550	—	62,319
Total		112,540	89,190	56,130	458,260	55,317	133,269
Do. 1874	To China	89,040	83,900	52,010	281,845	47,135	48,185
	„ Japan	—	2,040	1,520	175,220	490	87,310
Total		89,040	85,940	53,530	457,065	47,625	135,495
Do. 1873	To China	69,340	76,020	30,955	400,082	73,617	59,890
	„ Japan	—	840	1,240	150,899	100	86,754
Total		69,340	76,860	32,195	550,981	73,617	146,644
Do. 1872	To China	77,840	62,460	24,104	372,608	52,031	88,185
	„ Japan	1,200	2,610	3,236	146,619	592	159,787
Total		79,040	65,070	27,340	519,227	52,623	247,972

MANCHESTER GOODS.

Transactions have been of very limited extent. There has been a steady market, a moderate inquiry prevailing for both Yarns and Goods, and where transactions have been complete full rates have been paid, but business is not yet actively resumed. Messrs. John Seltzer and Co.'s Circular says:—

Trade in Manchester during 1876 has had to contend, almost continuously, against adverse influences, and even when the demand was most active prices did not advance here commensurate with the rise in the value of the raw material, so that with rare exceptions spinners and manufacturers have had to complain of unremunerative prices. For some time, also, attempts to establish an increased scale of wages were made by the workpeople; fortunately for them, wiser councils prevailed, and a lock-out was avoided. The Indian markets have again disappointed shippers; occasional symptoms of improvement, which were acted upon at one time very extensively, proved delusive. From China and Japan there have been spurts of inquiry at intervals, and a reaction in the course of exchange in November gave some hopes of better times. This was, however, but of short duration, and the latest accounts report a further relapse. From other markets the inquiry has been of a restricted and fitful nature throughout the year, and buyers have operated with great caution. As in 1875 exchange has told severely against ventures eastward, and indeed to almost all quarters of the globe. Another paralyzing influence has been the long-standing difficulty regarding the dispute between Turkey and her tributary States, leading to fears of war, in which this country was likely to be involved. The home demand was generally slack, but in the later months some slight improvement was noticeable. The general tone of the market at the close of the year is strong, and confidence is felt that business henceforward will be more remunerative to manufacturers than has been the case during 1876. A change has again occurred in favour of the better makes of grey cloths. During the first six months of 1876 the inquiry ran almost entirely on the lower qualities, but latterly these have been quite neglected. Medium and best makes have been in steady inquiry, in many cases these show a material advance in value, and production is deeply engaged.

Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov 24	Alice Muir	Acker	Batavia	Buenos Ayres
Dec 19	Proteus	Orcutt	Do.	New York
26	Holland	Brummen	Macassar	Amsterdam
27	Sir R. Sale	Wake	Java	New York
28	Hinda	—	Batavia	Shields
29	Corby	Stannus	Rangoon	Liverpool
29	Ulysses (s.)	Burns	Shanghai	Do.
29	Inheritance	Brown	Colombo	Sunderland
29	Canaan	Hansen	Hong Kong	Cardiff
30	County of Stirling	Sage	Batavia	Glasgow
30	County of Forfar	—	Do.	Do.
30	Genevieve	Temple	Singapore and Manila	Do.
30	Trident (s.)	Lepretre	Batavia	Havre
Jan. 2	Sauvageur	Richards	Galle	Cardiff
3	Beach Holmes	Sorensen	Singapore	Do.
4	Gadshill (s.)	Ranton	China and Japan	Sunderland
4	Macgregor (s.)	Newell	Shanghai	London

ARRIVALS.

Date.	Ship.	Captain.	From	At
Dec 24	Marie	Kerkoff	Batavia, for Rotterdam	Lisbon
24	Banquerue	Hogg	Do.	Havre
25	Castilla (s.)	Larragoitia	Manila	Cadiz
28	Memnon	Baker	Singapore	Boston, U.S.
28	John George	Barron	Do.	Marseilles
28	Callao	Williams	Akyab	Liverpool
28	China	Blaukier	Rangoon	Falmouth
29	R. ta	Hansen	Batavia	Do.
29	Pauline	Drevar	Akyab	Queenstown
29	Nettie Merryman	Master	Yokohama	Do.
29	Ribble	Barrett	Java	Do.
29	Sir Lancelot	Hephurn	Yoko, for St. Nazaire	Plymouth
29	Alceste	Thomas	Rangoon	Do.
29	Teviot (s.)	Nisbet	Shanghai	New York
29	Utrecht	Zweede	Batavia	Antwerp
29	Princess Louise	Forster	Singapore	Havre
29	Orchis (s.)	Butlin	Sumarag	Marseilles
30	Eyvor	Littlefield	Batavia	Queenstown
30	Leonard	Petrell	Singapore	Liverpool
30	C. P. D.	Griffiths	Rangoon	Do.
30	Muthah	Farquhar	Hlo Hlo	Falmouth
30	G. R. S.	James	Akyab	Do.
31	Clara Babuyan	Marshall	Sourabaya	Do.
31	Clifton	Graham	Samarang	Do.
31	Hermes Hendrik (s.)	Brast	Batavia	Amsterdam
Jan. 1	Nicolaas Wits	Tobias	Do.	Do.
1	Fanny	Carver	Swatow	New York
1	Manila II.	Gosma	Swatow	Do.
1	W. E. Gladstone	Gallician	Colombo	London
1	Adam Selgwick	Hammond	Singapore	Liverpool
1	Aubrey Peake	Draper	Samarang, for Grack	Falmouth
2	Onward	Stimson	Hing. Kg., for London	Waterford
2	County of Elgin	McKenzie	Batavia	Greenock
2	George S. Tarbell	Higgins	Sourabaya	New York
2	Sal-tiza	Biesthorst	Batavia	Rotterdam
3	Ferdinand Brumma	Voss	Singapore	London
3	Glenyon (s.)	Wallace	Shanghai	Do.
3	Catherine Doge	Lasino	Rangoon	Queenstown
3	Nore	Park	Batavia	Falmouth
4	H. D. Brookman	Tyson	Singapore	London
4	Lord Macduff	Stephen	Hong Kong	Do.
4	Golden Age	Quick	Rangoon, for Bremen	Downs

PASSED SUEZ CANAL.

Date.	Steamer.	From	For
Dec. 28	Friesland	Batavia	Nieuwe Diep
31	Patroclus	Liverpool	Shanghai
31	G. H. v. Lorne	London	China & Japan
Jan. 2	Cyphrease	Do.	Shanghai
2	Strathairn	Cardiff	Singapore
2	Anchises	Shanghai	London

See Shipping Postscript and Correspondents' Letters.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, Yokohama, and Hiogo: Viking, Radnorshire. For Penang, Singapore, Hong Kong, and Shanghai: Hesperia.

SAILING VESSELS.—For Yokohama: Ceylon, Commissary, Countess of Kintore. For Shanghai: Windhover, Forward Ho. For Hong Kong: Hope, Antwerp, Daphne, Penrith. For Batavia: Mary M. Bird, Valero. For Singapore: Berwickshire, Glonlala. For Penang: Zehlma. For Colombo: Medusa.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Nestor (str.), Agamemnon (str.). For Manila: Elcano, Cadiz (str.). For Batavia: Coreia.

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai Loudoun Castle (str.).

SPOKEN.

P. Q. R. S. (Dutch), Batavia to Rotterdam, Dec. 7, 17.40 S., 3.46 W.
VICE ADMIRAL MAY, Amsterdam to Batavia, Dec. 21, 43 N., 11 W.
BURDWAN, Liverpool to Anjer, Dec. 13, 12 N., 27 W.
ARDENT, Cardiff to Colombo, Nov. 28, 3 N., 28 W.
PETER, Cardiff to Singapore, Nov. 18, 7 N., 23 W.
MARY ANN WILSON, Leith to Manila, Nov. 24, 9 S., 27 W.
MARGARET FALCONER, Lon. to Bat., Nov. 29, on the equator, long. 33 W.
DOLBARN CASTLE, Liverpool to Singapore, Nov. 20, 3 N., 21 W.
STAR OF THE EAST, Glasgow to Singapore, Nov. 24, 8 N., 23 W.
SKIMMER OF THE WAVES, Sunderland to Galle, Dec. 2, 11.35 N., 24.45 W.
HURON, Liverpool to Batavia, Dec. 23, 24 N., 21 W.
S. B. HALE, Samarang to Falmouth, Nov. 29, 7 N., 23 W.
DAVINA, Boulogne to Saigon, Nov. 6, 24 S., 26 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 50s. weight, 47s. 6d. meat. To Hiogo: 50s. weight, 50s. meat. To Nagasaki: 60s. weight, 65s. meat. To Shanghai: 42s. 6d. weight, 40s. meat. To Hankow: 70s. weight, 70s. meat. To Hong Kong: 42s. 6d. weight, 40s. meat. To Singapore: 42s. 6d. weight, 40s. meat. To Penang: 42s. 6d. weight, 40s. meat. To Colombo: 30s. weight or meat. To Batavia: 60s. meat. To Samarang: 70s. meat. To Sourabaya: 70s. meat.

Per SAILING VESSELS.—To Yokohama: 30s. weight, 30s. meat. To Hiogo: 35s. weight or meat. To Shanghai: 30s. weight, 20s. meat. To Hong Kong: 30s. weight, 20s. meat. To Singapore: 22s. 6d. weight, 20s. meat. To Penang: 20s. weight, 20s. meat. To Batavia Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meat. To Colombo: 25s. weight, 22s. 6d. meat.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Yokohama: £30. To Shanghai: £30. To Hong Kong: £25. To Singapore: £22. To Penang: £20. To Colombo: £20. To Galle: £18. To Batavia and Sourabaya: £19.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 80s.

To Shanghai: 30s. To Hong Kong: 27s. To Manila: 25s. To Singapore: 23s. To Colombo: 20s. To Galle: 19s. To Batavia and Sourabaya: 21s.

From Birkenhead, per ton.—To Hong Kong: 22s. 6d. To Shanghai: 25s. To Singapore: 16s. To Batavia and Sourabaya: 18s. To Galle 16s.

INSURANCE.

	Mails.				First-class steamer.				Sailing.		
	In Tar.	In Tin.	F.Pa.		In Tar.	In Tin.	F.Pa.		In Tin.	F.Pa.	
	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.		s. d.		
Pennang.....			15 0	}	35 0	23 6	20 0	}			
Singapore.....	35 0	17 6	to 17 6		to	to	to		27 6	25	
Colombo.....				}	40 0	27 6	25 0	}			
Hong Kong.....	35 0	27 6	25 0		45 0	32 6	25 0		40 0	35	
							to 30 0				
Shanghai.....	40 0	32 6	30 0		50 0	37 6	30 0	}	45	40 0	
		to 35 0				to	to 35 0				
Yokohama.....	40 0	32 6	30 0		50 0	42 6	30 0	}	45	40	
		to 35 0				0					

CASUALTIES.

COWES (Isle of Wight).—Dec. 29, the barque Desdemona, of Jersey, Olsen master (rice), for orders, from Akyab, has arrived here leaky in topsides; five stanchions, some bulwarks, and rail gone, boat stove, master injured, and chief mate lost overboard, which occurred on the 14th inst., lat. 24 miles S., long. 96.20 E. Master is of opinion that cargo is damaged, as the vessel had three feet of water in her at one time.

PLYMOUTH.—Dec. 29, the ship Sir Lancelot, Hepburn, arrived here from Yokohama; had heavy weather from Western Islands home; damaged boats, and had sundry other minor damages.

FALMOUTH.—Dec. 31, the Mutlah, Farquhar, arrived here from Ilo Ilo, has lost jibboom, bowsprit, bulwarks, knighthead, and cutwater, and has galley gone and decks swept.

LIVERPOOL.—Jan. 2, the C. P. D. arrived here from Rangoon, in a gale, Dec. 21, in lat. 39 N., long. 19 W., had cargo shifted, vessel strained considerably, and making water.

The Adam Sedgwick, arrived here from Singapore, reports that on the 30th ult., during gale, she shipped a heavy sea, which smashed cabin companion, filling cabin with water, and some going down amongst cargo.

WATERFORD.—Jan. 2, the Onward, from Hong Kong for London, has put into this port with loss of topside and short of provisions.

HAVRE.—Dec. 28, the Red Deer, ship, Uglar, from Java (sugar), arrived here Dec. 20, leaky.

LISBON.—Dec. 26, the Dutch barque Marie, from Batavia for Rotterdam, has put in here leaky.

NEW YORK.—Dec. 30, the Evelyn, barque, Knowles, from Manila (previously reported arrived at Boston), got ashore in entering port, but afterwards got off; damage serious.

The Teviot (str.), Nisbet, from Shanghai, got ashore in entering port, but afterwards came off, and has arrived here; the Sland, Sangster, arrived here from Manila, is leaking badly.

BATAVIA.—Jan. 3, the Christine has been abandoned to the underwriters; 90 tons of cargo saved; further salvage doubtful, on account of bad weather.

MISCELLANEOUS.

ST. VINCENT.—Dec. 14, the Rangoon barque, from Rangoon, which put in here Nov. 7, leaky, has been discharged and surveyed. About 100 tons of damaged rice have been thrown into the sea. The ship is severely strained all over, and cargo is being sent home in Austrian barque Grad Zagreb. Surveyors recommend vessel to proceed to a port for repairs.

GIBRALTAR.—Jan. 1, arrived and proceeded, Glengyle (str.), from Amoy for New York.

MAURITIUS.—Dec. 8, the Salsette, from Rangoon, for U.K., which arrived here Sept. 14, has been condemned, and sold for £200. A few stores, boats, &c., have also been sold.

ST. HELENA.—Arrived and proceeded, Dec. 7, Osaka, from Hiogo; 8, Golden Spur, from Hong Kong, both for London; Innocenta, from Ilo Ilo, for New York; passed, 9, Chama, from Sourabaya, for Channel.

CAPE TOWN.—Dec. 5, the claim made by the Cervantes for salvage services rendered to the Batavier, from Rotterdam for Batavia, has been settled, and £700 has been awarded, irrespective of £300 paid to the Gnu tug.

Sailed, Nov. 30, Annie, for Guam; Daniel, for Rangoon; Dec. 4, Vixen, for Guam.

ALGOA BAY.—Sailed, Nov. 28, Mignon, 29, Clara, both for Guam.

LAUNCH.

There was launched on the 1st inst., from Messrs. Barclay, Curle,

and Co.'s building yard at Whiteinch, a first class iron sailing ship for Messrs. R. and J. Craig's "County" line of packets. She is named the County of Inverness, and has been built to the highest class at Lloyd's, her principal dimensions being 256 by 38½ by 23½ feet, and her register tonnage will be about 1,615 tons. She is to be rigged as a full-rigged four-masted ship, and will be fitted with a double screw, as substitutes for lanyards, which have been so successfully introduced into several of the ships lately built by the firm, these and other improvements having been introduced for the purpose of lessening the risk of dismasting.

SUNDRIES PER SHIP "JOHN NICHOLSON," FROM NEW YORK FOR SHANGHAI, DEC. 21.

2089 bls. domestics	2 bls. india-rubber goods
63 cs. hardware	48 pkgs. manufactured iron
235 kegs nails	948 fire bricks
105 cs. carbines	1 cs. rules
1 do. rifles	3 do. carriages
1046 do. cartridges	3 pkgs. wooden ware
50 bls. pitch	15 trunks
100 do. tar	180 gls. varnish
84 oars	159 bxs. soap
1750 gls. spirits of turpentine	135 cs. milk
5 cs. stove polish	322 tons coal
122 pkgs. glassware	46000 gls. refined petroleum
34 cs. clocks	5 cs. missionary goods
44 bushels peas	1 cask wine
1825 lbs. butter	58 pkgs. engineers' supplies
2 cs. furniture	3306 lbs. manufactured tobacco

SUNDRIES PER BARQUE "PROTEUS," FROM NEW YORK, FOR BATAVIA, DEC. 19.

230,000 galls. refined petroleum.
4 cs. furniture.
1 do. electrotypes.

HYDROGRAPHICAL NOTIFICATION.

Japan.—Nipon Island.—Fixed Light on Siriya Saki, Tsuru Strait.—The Japanese Government has given notice that a light is now exhibited from a lighthouse erected on Siriya Saki, the north-east point of Nipon Island. The light is a fixed white light, visible from seaward through an arc of 311°, or between the bearings of N. ½ E., through west and south to N.E. by E.; the light is elevated 150 feet above the level of the sea, and should be visible in clear weather from a distance of 18 miles. The tower, 94 feet high, is circular, constructed of brick and painted white. The illuminating apparatus is of the second order. Position, lat. 41° 26' 10" N., long. 141° 29' 25" E.—Note.—Rattler Rock (awash at low water) bears N. 61° E., distant about 1½ miles from Siriya Saki Lighthouse.

Fixed Light on Kingkasan Island, Sendai Bay.—Also, that a light is now exhibited from a lighthouse erected on the east side of Kingkasan (Kingwasan) island, at the east point of Sendai Bay. The light is a fixed white light, visible from seaward through an arc of 216°, or between the bearings of S. by W. through west and north to N.E. ½ E.; the light is elevated 178 feet above the level of the sea, and should be visible in clear weather from a distance of 19 miles. The tower, built of granite, is 28 feet high, and circular. The illuminating apparatus is of the first order. Position, lat. 38° 19' N., long. 141° 36' E.—Hydrographic-office, Admiralty, December, 1876.

GENERAL SHIPPING NEWS.

A YEAR'S SHIPBUILDING IN LIVERPOOL.—The general depression of trade during the year has caused a slight diminution in the amount of shipbuilding on the shores of the Mersey. About 37,250 tons of sailing and steam shipping have been turned out from the various work-yards. Messrs. Bowdler, Chaffer, and Co., of Seacombe, have launched since January seven vessels, of which four were steamers, the total tonnage being 7,338 tons. Messrs. Laird Brothers, Birkenhead, have launched or completed during the year eight vessels, with a total tonnage of 6,150, of which seven were steamers, including Her Majesty's sloop of war Griffon. The troopship Euphrates has also been refitted and repaired at Messrs. Laird's yard, and the engines of H.M.S. Shannon have been renewed. The yards at the south end of Liverpool had been tolerably busy during the year. Messrs. W. H. Potter and Co. have sent out 8,474 tons in the form of eleven vessels, of which only one was a steamer. In addition to shipbuilding, this firm has done a large amount of forgings, both for its own use and the use of other firms. Messrs. Thomas Royden and Sons have turned out seven vessels, one of which was a steamer, the total tonnage being 7,610. Messrs. R. and J. Evans have built four vessels, one of them a steamer, and the total tonnage 4,918.

NOTICE.

MESSRS. KOSING, MELCHERS, and Co., of London, announce that they have dissolved partnership and continue for liquidation only. Mr. C. Ed. Melchers announces that he has taken into partnership Mr. Julius Runge, and will continue business under the style of MELCHERS, RUNGE, and Co., Mr. C. H. Carl Melchers, of Bremen, having advanced a responsible capital of £50,000 for five years. Mr. Gustav Friesland will sign for procurator.

LIEBIG COMPANY'S EXTRACT OF MEAT.

FINEST MEAT FLAVOURING STOCK FOR SOUPS, MADE DISHES AND SAUCES.

CAUTION.—Genuine only with facsimile of Baron Liebig's signature across label.

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MILITARY EQUIPMENTS &c.

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conducted by Mrs. RANGEL (late of Hong Kong),
35, COLVILLE-SQUARE, BAYSWATER. Terms from
Two Guineas, including Board, Bath, Piano, &c. Foreign
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For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

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HIOGO-KOBE.
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Agent for the London and China Express.

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Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100. Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Bankers' Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of arch, 1848, and by Imperial Decree of 26th July, 18th and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

Capital, fully paid up... £3,000,000
Reserved fund... £800,000

£1,000,000

CHIEF MANAGER.—Monsr. G. Girod.

HEAD OFFICE.—14, Rue Bergère, Paris.

LONDON OFFICE.—144, Leadenhall-street, E.C.

LONDON BANKERS.—The Bank of England, the Union Bank of London.

RANCHES AT—LYONS, Marseilles, Nantes (France), Brussels (Belgium), Calcutta, Bombay, Shanghai, Hong Kong, Bourbon (Reunion), and Yokohama (Japan).

The Bank grants Drafts and Letters of Credit on all their Branches and Correspondents on the Continent and the East, and transacts Banking business of every description.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Fochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Port Elizabeth, Shanghai, Singapore, Sydney, Tellicherry, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.

Threadneedle-street London, 1877.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, £5,000,000. All paid up.

Reserve Fund, £200,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON COMMITTEE.

Albert Deacon, Esq. (of Messrs. E. and A. Deacon).

P. F. Dunne, Esq. (of Messrs. L. A. Gibb and Co.).

A. H. Phillips, Esq. (of Messrs. J. and F. Phillips).

MANAGER.—David McLean, 31, Lombard-street, E.C.

BANKERS.—London and County Bank.

BRANCHES AND AGENTS.

Hong Kong, Shanghai, Hankow, Yokohama, Saigon, Fochow, Hio, Singapore, Ningpo, Manila, Bombay, Calcutta.

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit and Circular Notes, negotiable in the principal cities of Europe, Asia, and America for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Dividends are payable in London in April and October, on receipt of the advice of meeting in Hong Kong, held in February and August.

BANK OF CALIFORNIA.—THE

ORIENTAL BANK CORPORATION are prepared to ISSUE DRAFTS at sight on the Bank of California, San Francisco, the terms for which may be ascertained at their Office.

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Edited by A. VON SCALA.
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SAN FRANCISCO

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via the SUEZ CANAL.—The PENINSULAR AND ORIENTAL COMPANY'S STEAMERS sail from Southampton, via the Suez Canal, as follows:—

Port.	Tons.	H.P.	Ship.	Class.	Tns. Dock.	Sailing.
Australia	3,663	600	Jan. 11	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.		
Pekin	3,777	600	Jan. 18	Mediterranean, Aden, Bombay.		
Poonah	3,130	550	Jan. 25	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.		
Mongolia	2,833	530	Feb. 1	Mediterranean, Aden, Bombay.		

* Taking passengers for Bombay also by branch steamer from Suez.

OVERLAND ROUTE

via ITALY.—The PENINSULAR AND ORIENTAL COMPANY despatch their Steamers with the Overland portion of the Mails and Passengers in connection with the departures from Southampton, shown above, as follows:—

From Venice to Alexandria ... Every Friday.
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For full particulars apply at the Company's Offices, 125, Leadenhall-street, E.C., and 25, Cockspur-street, S.W.

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via MARSEILLES and SUEZ CANAL.—Under contract with the French Government for the conveyance of the Mails to INDIA, CHINA, JAPAN, BATAVIA, REUNION, and MAURITIUS. The MESSAGERIES MARITIMES COMPANY will despatch their steamers from MARSEILLES via the Suez Canal every alternate Sunday at 10 A.M., beginning on Sunday, the 5th of November.

* Passengers eastward of Suez securing their berths in London are entitled to the free conveyance of their luggage to Marseilles, as explained in the Company's handbook.

For Passage, Rates of Freight, and Particulars see the Company's handbook, and apply at the Company's London Head Office, 97, Cannon-street, E.C.; or at the West End Sub-Agency, 51, Pall-mall, S.W.

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Port.	Ship.	Tns.	Class.	Sailing.
Sing. Hong Kong, Yoko., & Hiogo	Radnorshire, s.s.	1900	100 A1	Jan. 15
Yoko. & Hiogo	Countess of Kintore	738	A1 11 yr.	With des.
Do. Do.	Commissary	787	A1 15 yr.	To follow

The magnificent steamer above mentioned has elegant and spacious accommodation, replete with every comfort for first-class passengers.

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BATAVIA-NEDERLAND STEAMSHIP COMPANY

(the only line of steamers under special mail contract with the Netherlands Government).

The following well-known Clyde-built mail steamers will be despatched on the undermentioned dates from SOUTHAMPTON, to PADANG, BATAVIA, SAMARANG, and SURABAYA, calling at Naples, taking cargo also for all transshipment ports:—

CONRAD, 3,000 tons, Jan. 16.
CELEBE, 2,265 tons, Feb. 6.
Fares:—First Class, £20; Second Class, 23s.
For Freight and Passage apply to J. RANKINE and Son, Glasgow; or to the General Agents of the Company, KELLER, WALLIS, and POSTLETHWAITE, 16 and 17, King William-street, London, E.C.; 73, Piccadilly, Manchester; and at Southampton.

ROBERTSON and CO.'s

INDIA, CHINA, and JAVA LINES of STEAM and SAILING SHIPS:—

Port.	Ship.	Class.	Dock.	To sail.
Pen., Sing., Hg. Kz., & Slong	Hesperia, s.s.	—	S.W.I.	Jan. 7
Singapore	Berwickshire	A1 11 yr.	S.W.I.	With des.
Hong Kong	Antwerp	3 ds L. 11.	S.W.I.	With des.
Shanghai	City of Aberdeen	A1 15 yr.	S.W.I.	With des.
Shanghai	Forward Ho!	A1 17 yr.	S.W.I.	To follow

Apply at 5, Newman's-court, Cornhill, London, E.C.

FOR STRAITS AND CHINA

(having room for a limited quantity of cargo only), the full-powered Ocean steamship HESPERIA, built in 1876, and just off her first voyage, will be despatched from the South-West India Dock Jan. 7; last shipping day Jan. 6.

For Freight, &c. apply to ROBERTSON and Co. 5, Newman's-court, Cornhill, London, E.C.

GELLATLY, HANKEY, SEWELL, and CO.'s

regular line of steamers, via SUEZ CANAL, to PENANG, SINGAPORE, JAVA, SAIGON, CHINA, and JAPAN:—

Ports.	Ship.	Class.	Tns. Dock.	Sailing.
Pen., Sing., Hong Kong, Yokohama, and Hiogo	Viking	100 A1	2588 V.I.D.	Jan. 15

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; 51, Pall-mall, S.W.; or 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal To sail Jan. 15.

FOR PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO.

The Clyde-built screw steamer VIKING, 100 A1, 1,656 tons register, 2,588 tons gross register, 350-horse power nominal, 1,759-horse power effective. G. CASTLE, commander; Victoria Docks. This fine high-powered steamer, well-known in the China trade, is strongly recommended to shippers.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridge-water-buildings, Albert-square, Manchester; 51, Pall Mall, S.W.; and 109, Leadenhall-street, London, E.C.

GLEN LINE OF STEAM PACKETS.—INDIA, CHINA, and JAPAN.

The underrated powerful Clyde-built BOATS, specially adapted for the India, China, and Japan trade, are intended to be despatched on these advertised dates for SINGAPORE HONG KONG, and SHANGHAI, taking goods at through rates for SAIGON, YOKOHAMA, KAGASAKI, and HIOGO:—

Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenlyon	100 A1	2,119	275	Jan 19
Glenartney	100 A1	2,106	330	To follow
Glenorchy	100 A1	2,758	400	To follow
Glenearn	100 A1	2,120	330	To follow
Gleneggle	100 A1	2,120	330	To follow
Glenyle	100 A1	1,676	200	To follow
Glenfalloch	100 A1	2,136	275	To follow
Glenhulas	100 A1	2,120	330	To follow
Glenroy	100 A1	2,121	250	To follow
State of Louisiana	100 A1	1,869	240	To follow

For terms of Freight and Passage apply to MCGREGOR, Gow, and Co., No. 1, East India-avenue, London, E.C.

CASTLE LINE OF STEAM PACKETS FOR SINGAPORE, HONG KONG, and SHANGHAI.

from Glasgow via London and Suez Canal, taking goods at through rates for JAVA, JAPAN, and EASTERN AUSTRALIAN PORTS.—Now loading at Glasgow.—Last shipping day in Glasgow, January 10; and in London, January 22, 1877.—The magnificent new Clyde-built s.s. LOUDOUN CASTLE, 2,472 tons gross, 1,615 tons net register, 400-horse power nominal, 2,250-horse power effective. This splendid steamer, just built by Messrs. J. and G. Thompson, Glasgow, has superior accommodation for a limited number of passengers in the poop, and from her great horse-power is expected to prove herself one of the fastest boats in the China trade.

Apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.
To be followed by the Fleurs Castle.

CHINA AND JAPAN, FROM HAMBURG.—THE HAMBURG AMERICAN COMPANY'S

steamer PANYS leave Hamburg on the 27th, and have on the 30th of every month, for ASPINWALL (Colon), taking passengers and cargo at through rates to Japan and China, via San Francisco, per Pacific mail steamers.

Full particulars of rates of Freight and Passage money can be obtained from the Agents in London, Messrs. SMITH, SEXTON, and Co., 33, Gracechurch-street, or at the Head Office in Hamburg.

SHAW, WILLIAMS, and CO.

will despatch the following high class vessels as under:—

Ports.	Vessel.	Class.	Tns. Dock.	Sailing.
Hong Kong	Enid	*AA	496 S.W.I.	With des.
Hong Kong	Scindia	*AA1	891 S.W.I.	To follow
Hong Kong	Coron	A1 14 yr.	751 S.W.I.	To follow
Shanghai	Bethel	A1 15 yr.	812 S.W.I.	With des.
Shanghai	Melbrek	A1 15 yr.	870 S.W.I.	To follow

For Freight or Passage apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, E.C.

CHINA.

THE following SPLENDID First-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Hope	AA1	E.I.D.	With des.
Hong Kong	Daphne	AA1	E.I.D.	To follow
Hong Kong	Kaisow	A1 16 yr.	E.I.D.	To follow
Shanghai	Ouka	A1 17 yr.	E.I.D.	With des.

Apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

Tons.	Brokers.	To Sail.
Radnorshire, s.s.	Norris & Joyner	Jan. 12
Glenlyon, s.s.	McGregor, Gow, & Co.	Jan. 19
Viking, s.s.	Gellatly, Hankey, Sewell, & Co.	Jan. 15
Mallard	Wright & Co.	LIVERPOOL.

Nestor, s.s. ... Alfred Holt ... Jan. 11
Agamemnon, s.s. ... " ... Jan. 25
Antenor, s.s. ... " ... Feb. 3

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MAC-TAGGART, TIDMAN, and Co., 31, Leadenhall-street, E.C.

SHORT SEA ROUTE to AUSTRALIA, for First-class passengers only, via Marseilles and Singapore, by STEAMERS of the EASTERN and AUSTRALIAN MAIL STEAM COMPANY (Limited), under Postal Contract with the Queensland Government, leaving every four weeks.

Offices, No. 34, Leadenhall-street, London, E.C.

AMERICAN OVERLAND ROUTE. To AUSTRIA, BRAZIL, BRITISH COLUMBIA, CALIFORNIA, CHINA, FIJI ISLANDS, JAPAN, NEW ZEALAND, SANDWICH ISLANDS.

Trough bookings to all Ports. Apply at the Offices of the Union Pacific and Central Pacific Railway Companies, 41, Moorgate-street, E.C. W. C. THOMPSON, General Agent for Europe.

GUERLAIN, 15, RUE DE LA PAIX, PARIS.

VERITABLE AMBROSIAL CREAM for shaving.
FASHIONABLE PERFUMES for the handkerchief.
STILBOIDE for the hair.
SAPOCETIL, to let soap.
EAU DE COLOGNE (préparation spéciale).
POUDRE DE CYPRIS for the complexion, ni fard, ni bismuth, ni produit chimique.
CREME DE FRAISES (new Cold Cream).

S. BING, DEPOT FOR WORKS OF ART, &c., FROM CHINA AND JAPAN, 9, RUE CHAUCHAT, PARIS

NOTICE.

I BEG to inform you that the Partnership hitherto existing between myself, Mr. CLEMENT LUCAS, and Mr. J. H. PINKVOSS, at Shanghai and Hankow, China, ceases this day by lapse of time.
JOHN BLAIN.
London, Dec. 30, 1876.

LIST OF AGENTS. THE NINETEENTH Volume of this JOURNAL commenced the 2nd day of January, 1877. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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